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For further particulars, see page immediately following the descriptive portion of the Guide; refer also to Bradshaw's General Railway and Steam Navigation Guide for Great Britain and Ireland, for the present Monta.

fr. a400

To facilitate reference to the following pages of Bradshaw's Guide and General Handbook for the whole Continent of Europe.

Mans.

Map of Europe.-This Map shows all the Railvays now Open upon the Continent of Europe, with the Electric Telegraph plainly marked. The Thick Figures printed upon the surface of the Map have reference to the page on which the trains of he particular line of Radway to which they are attached may be found. See explanation in the .nargin.

The information is given in the following consecutive order:---

List of Customs' Dues - Pageti Contents.—Pages 11. to xii inclusive, coits the names of all the Raiway Companies of a Continent of Europe not operate, algebra in the General Contents of the hook. Index.—From pages will the revealed the most of the Railway Stations throughout the Con-tinent, and a complete list of all the places described

Pages axvii. to xxvii contain General Enstruct tions to Travellers; and amongst these, the Post Office Regulations are continued on pages wwiland xxxiii.

Passport Information .- From pages xxxill. to

xxxviii. inclusive.

Foreign Muney Tables pages xxxix and xi. Skeleton Through Routes - l'ages I to 10 inclusive, are occupied with these routes which are intended to assist the traveller in deciding upon

his Route before leaving England.

Raliway Time Tables.—These are arranged in Sections, (see head of Contents, page tv), and extend from pages 12 to 176 inclusive. Taking the coast of England as the starting points, the various countries are given in the order in which the tourist reaches them from England.

Railways in France, from page 12 to 59.

Belgium, from page 62 to 80. Do. Do. Holland, from page 80 to 83.

Germany and the Rhine, from page Do. to 109.

Railways in Benmark, from page 100 to 110.

Norway and Sweden, page 112. Do. Do. Prussia, from page 113 to 123.

Do. Poland, from page 123 to 124. Do. Saxony, from page 125 to 128.

Do. Bavaria, from page 130 to 136.

Austria, from page 136 to 148. Switzerland, from page 149 to 158. 1)0. Do.

Do. Sardinia, from page 157 to 163. Do. Italy, from page 163 to 171.

Do. Spain, from page 121 to 125. Do.

Portugal, page 175. Do. Egypt, page 175.

Do. Russia, page 175 to 176.

Do. England, from page 177 to 178.

Arrangement of Trains.—As nearly as possible these are arranged according to priority of time Veracery in English, French, German, and from the left hand to the right of the page. To Indian age 470.

economise space, sometimes a later train will be found put before an earlier one, and occasionally extra trains will be found printed at the side or bottom of the pages.

or thus Stop Dark Lines.-A mark thus indicates the total stoppage of the train at that point; if any train is shown below in the same column, it is an independent one.

1514 Figures.—Thus (24) are placed at junctions and termini, and refer to pages of the Guide, by which the traveller is enabled to extend his jour jey from one Company's line to another.

filly Almanac and Tide Table.-This at page 179, and gives the time of high ifer at the principal Continental and British Ports.

Pages 180 to 212 inclusive, give plets list (Alphabetically arranged.) of all teneries to and from English and Foreign Ports.

-A full list of these are given and ed alphabetically from mag

near ed uphabetically from ung 50 241.

Describite Pootton—The first 222 to 300 are a upied with short noted the principal Rain a Stations and Towns on the continent, arganged under the heads of the respective Countries within the same and the state of the respective Countries. which they are located.

Pages 472 to the End contain Steamboat, Hotel.

and other unscellancous advertisements.

Special Edition .- MAPS AND PLANS.

Mars of France, Beigium, &c. switzerland, and the

Bbine.

Upon which the several Railway Communications are shown upon a larger scale than they are given on the Map of Europe.

The Plans of Towns are bound separately in a small book, and arranged as follows:-

Lyons. Marseilles. Paris. Ostend. dibent. Brussels. Antwerp. The Hague, Cologn . Mayence.

Frank fort-o-M-Dresden. Hamburg. Munich. Herlin. Trieste. Vienus. Geneva. Florence.

Genoa. Milan, Naples. Rome. Turio. Venic e Verona. Constan'ple.

In addition to the information contained in the 1/6 Book, the special Edition includes the following additional Routes, and notices of Towns.

Pages 381 to 429 inclusive, contains 33 Routes through Switzerland and France.

Pages 430 to 454, contain notices of the principal Towns in Russia, Poland, Sweden, Norway. Denmark, and Turkey.

For account of Aighers, see page 455. Overland Route to India, page 460.

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[11th Mo.]

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- 1. New Branch on the Orleans Line.—From Moulins to Montlucon.—See pages 28-29.
- 2. NEW LINE-I tom Besiers to Estrechoux. -- See page 41.
- NEW BRANCH ON THE CHRMIN DE FER DES ARDENNES-From Mexicres to Mouron. See Dages 52-53.
- 4. Extension on the Deutz and Henner Line-From Henner to Eitorf. See page \$6.
- 5. New Line-From Mayence to Bingen .- See page 89.
- NEW Branch ON THE WARSAW AND GRAVITEA RAILWAY .- From Zabkowice to Kattowitz .-See page 124.
- 7. Extension on the Alrasandria and Castel San Giovanni Line—From Cartel S. Giovanni to San Nicoto .- See page 162.
- Extension on the Sifnna and Empoli Line From Signma to Aginalunga.—See page 168.
- 9. New Line-From Piacenza to Parma, Modena, and Bologna, --See page 168.
- 10 New Branch on the Roml and Frascati Rallwat-From Clamping to Albano, -See page 170.

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will be useful to travellers for putting down stuy remarks and notes; and if tourists would put
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Habit our God, ment, as often as opportunity arises.

Con inent, as often as opportunity arises.

GENERAL INSTRUCTIONS TO CONTINENTAL TRAVELLERS.

Soap.— Travellers should provide themselves with this useful article before proceeding to the Continent (which can be had of W. J. Adams, 59, Fleet Street); if they fall so to do, they will find this form a serious item in their hotel bills, soap being a rare article in Continental Hotels, and, if supplied to travellers, is always charged.

Press and Eit.—The following ought to be sufficient:—A carpet-bag with coat-case at bettom, a plain morning coat of black cloth, with grey or tweed trousers, and light vest, six chirts, the same number of pairs of socks, two neek and six pocket handkerchiegh, one pair of botz oft, another on; (clastic ki.i dress-boots pack best,) and a pair of slippers, is the most complete kit necessary. All the rest is more bother than worth. A useful addition to the traveller's outfit can be made in the form of a bottle of Rimmel's Vinegar and other Teuler requisites. See advertisement.

The following outfit for pedestrians is recommended:-

Strong tweed coat and waistcoat. Finnel trousers. Double soled boots. One Finnel shirt on, one off. One pair of Kid shoes, which pack quite fiel without cutting. Half-a-dozen white collars. One pair woollen socks on, one pair in knapsack. One pair tweed trousers. Two pairs cotto socks. One pair of slippers. One neck tie. Portable dressing case to hold comb, razor, and tooth brush. Water-two falk coat, which strans on outside of knapsack.

Shoes or Laced Boots.—These should be double-soled, with three rows of hob-nails, and without iron heels, which are dangerous, and fiable to slip in walking over rocks. Good Shoes may always be obtained in Switzerland fit for mountain excurrious, and they should be kept in constant repair. The waiters at the Swits Inns will attend to all commissions of this sort.

Stockings.—Woollen are preferable to cutton; the latter cut the feet in a long walk. Worsted stock, or cotton stockings with worsted feet, are decidedly the best.

Gaiters are useful in wet weather to keep the socks clean; they also prevent small stones from falling into the shoes

Exampsacks.—Tourists should provide themselves with a drab Magaztosh Knapsack, which is lighter and more convenient than any that can be bought abroad, and can be obtained from our Agent, W. J. Adams, 59, Fleet Street.

Portmanteaus are better purchased in England, than any where else. The dimensions allowed in the French Malle Poste are 27 inches in length, 15 in breadth, and 15 in height.

Polygiot Washing Books of all languages, will be found useful, and can be obtained of W. J. Adams, 55, Fleet-St., London, price Is. each, post free, Is.Id. Family Washing Books can be had, price Is. 6d. Washing can be done at any of the Hotels during the night whilst the traveller fis in field. In ordering these those, if is necessary to state the language required, and if for a lidy or gentlement.

Blue or Black Glams Spectacles, to screen the eyes from the glow of the sun in southern dimetes, and the dust and cinders whilst riding in the railway serriage.

Purses.—A stout leathern purse or convex bag, to half-after or over places and dollars, cards, or places of parchasen for writing directions for leggings, its lating necessary mainly times to address every package,) and one or two leather strape, to help together small parcels, will be found very machi-

Writing-cane. Portable writing and director cause att. Better photomed in England.

Valibrella. —A strong estimantial convention will inhurance walking saids, is the best

Meshething Tape. ... A wheel tope (which Travell) will be from made.

Passports .-- A Foreign Office passport, the price of which is now reduced to 2s., and which can be obtained through our Agent, W. J. Adams, 59, Fleet Street. It is a general passport for every country, and continues valid for an indefinite period, the visas only requiring to be renewed according to the respective regulations For full particulars see pages xxxiii to xxxviii. N.B.-Always carry your Passport in your pocket.

AMERICAN TRAVELLERS.—American Travellers intending to visit Austria, by way of

Dresden and Prague, must have their Passports visé by an Austrian and American Ambassador or Consuls

at London, Berlin, or Frankfort, or in some other town where an American representative resides.

Landing on the Continent.—No sooner does the steam boat reach port, than the traveller ands himself pestered by discordant cries dinned into his ears by the porters and employes of the different Hotels. Showers of cards will be poured on him, and the prices charged bawled out lustily. To avoid all this as much as may be, let him determine on his Hotel beforehand, and name it at once, when the agent for it will immediately step forward, and take the new arrival under his protection, and escort him

Gustom-house Regulations .- Passengers, on landing, are not permitted to take their baggage with them on shore. The Custom-House Porters, who are responsible for its safety, convey it direct from the vessel to the Custom-House, where the owner, to save personal attendance, had better send the Commissionaire afterwards with the keys. The Commissionaire will also obtain the necessary efficial signature of the police to the traveller's passport. The landlord of the ign is responsible for his honestv.

Nowhere are courtesy and good humour better repaid than during the examination of your baggage. Never be in a hurry; collect your packages and open them one by one yourself, lock one before the next is "visited." The officers are only doing their duty, and can make that duty very disagreeable in return for any hanteur or want of courtesy. Always "declare" any article you believe liable to duty, and remember that every Custom House Officer abroad can search your person if he chooses.

CAUTION.—Silks, lace, and other foreign goods, packed with articles of apparel, or otherwise concealed, are, as well as the articles in which they may be placed, liable to seizure; and traveliers are warned that the scizure is strictly enforced unless the examining officer is informed of the articles being

in the package and the goods duly declared previously to its being opened.

Hotels.—It is not necessary, in travelling on the continent, for a gentleman and his wife (supposing they wish to live with economy) to take a sitting-room as well as a bed-room, as is the custom in British Hotels. On arrival at an Hotel abroad, state what sort of a bed-room you wish to have, and go and choose it at once: as a general rule, the higher you ascend, the less you pay. You may drink tea there, if you like, and you always dine in the public rooms, when there will be plenty of ladies to support you. The neat little beds have silk coverlets thrown on them during the day, and the washing apparatus is made for concealment; and you may receive visitors in your sleeping apartment as well as in a drawing room. If you require no more than two wax candles, tell them not to light the others, otherwise they will be charged in the bill.

KEY.—Always lock your door on leaving your room, and if going for walk, hang the key on the number of your room, on the key board. The Landlord is then (and then only,) responsible for the

safety of your room, and visitors learn more casily that you are out.

To ensure being called in proper time, mark the hour against the number of your room on the siste.

or hoard always provided for this.

FREE TO WAITERS. - In most cases the "Service" is added to the bill; otherwise one franc, (or shout that amount in other money,) per head,) (adults) per day, is liberal for all the servants, and is paid to the Headwalter "for Service." The Porter, who is Bouts, may expect a small fee in proportion to the

. In sage and trouble given.

Luggage.—This should be as limited in amount, as light, and as portable as possible. For a gentleman, a short and deep portmanteau, strengthened to resist the pressure of heavier packages, will be most convenient, and can be conveyed by any of the continental conveyances. The name and blace of destination should be distinctly written on the cover. But, as in many instances, parties can see travel without carrying with them a large quantity of because in many instances, parties can sec travel without carrying with them a large quantity of baggage, we recommend them to send it on the transit per Luggage Train, as by this conveyance a considerable saving is effected. As a rule, the same part with you luggage, the west of the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to London without the Luggage of passengers from Paris, by the Mail Train, may be brought to the Luggage of passengers from Paris, by the Mail Train, may be brought to the Luggage of passengers from Paris, by the Mail Train, may be brought to the Mail Train, may

examination at Dover, in order to prevent detention at the latter place. Passengers by the Mail Packet have merely to point out their Luggage at the Railway Station after landing at Dover, and take their places in the train for fown, where officers from the Castons are in attendance, and where the example and the state of the s

Begers by which arrive in London at 8.6 a.m. the following morning.

Forterage of Luggage.—Travellers will save themselves much trouble and many overcharges be always asking the proprietor of the hold to which they go, to estile with the porter for ingage.

Figure 1. The state of the hold to which they go, to estile with the porter for ingage.

Figure 1. Pay this with your fare, and so appear to know the custom and avoid exterious of the state of the state

which can always be procured in the neighbourhood, are also of considerable service. The best resterative is tea, and it can be procured good in Holland, and in most of the large towns of Germany, Provisions should also be conveyed in a knapsack or haversack, of which the Guide will take charge, and the contents of which he will expect to share. The traveller should never lose sight of his Guides as he may frequently be in considerable danger without being aware of it, especially in the neighbour-

hood of glaciers. Persons subject to gliddiness, should be cautions of venturing into certain situations. Travellers visiting the glacier passes will find great comfort derived from the use of Glycerine, as a substitute for greate of any kind, applied to the exposed parts of the face, previous to, or during an excursion on the ice. It should be applied before starting, and a small bottle (say a drachm) carried in the pocket, from which the lips may be anointed from time to time during the day, after drinking. This will prevent the painful excortation from which some persons suffer so much. It is also efficacious as a cure, but prevention is better. A half-ounce bottle will last many days. Price & Co.'s Glycerine is the best.

Climates and Mineral Springs.—For detailed information on these subjects, see Dr. Lee's Works, published by W. J. Adams, 59, Fleet Street, London.

Fees at Churches, Galleries, &c .- One franc, or about that value, is sufficient for a party, except in cases where the galleries are not usually shown to travellers.

Language.—Every travellershould, if possible, make himself acquainted with the language of the country, before he goes to travel in it; even a very slight knowledge of it will often be found useful. To know the language is to have a double purse. The French language will quifice for Belgium, the Rhine and its vicinity, Switzerland, Piedmont, and the chief towns of Northern Italy. It is not generally known in the German States, nor in the provincial towns of Italy, nor in the Tyrol. In Holland, and many parts of Germany, English is more generally understood than French. Parties not speaking the language, and employing an interpreter, should be particular in their arrangement with him as to the amount of remuneration.—For vocabulary of common words and phrases, see pages 470 to 476 Special Edition.

Letters.-Attention to the Notice at p xxxi. respecting Letters is recommended. It is however always safest to direct letters (paid) to the care of a Banker or even an Hotel. It is hardly possible to appreciate the difficulties of Foreign Post Offices in deciphering English names.

German Railways .- The Second Class carriages on the German Railways are much superior

te our own, and few persons travel first class.

Prussian Railways.—The Express Trains only take 1st and 2nd class passengers. Children. two under ten years of age travel with one full ticket, one can take a 2nd class ticket and travel 1st class, or a third class and travel 2nd class. Children pay full price in 3rd class.

Austrian Railways.—Passengers having taken 2nd class tickets and wishing to change for the ist class, can do so upon paying half the 3rd class price. To change from the 3rd class to the 1st class, the entire 2nd class must be paid, and from the 3rd to the 2nd half that price. Children under 10 years pay half price. Those under two years are conveyed free. Horses, 50 krs. per mile for one horse, 1 fl. 10 krs. for two; 30 krs. for all others. Dogs are conveyed for 3 krs. per mile. Waiting-rooms are open an hour before the departure of each train, travellers must be provided with a ticket before being allowed to enter the Waiting-room. Smoking is not allowed in the Waiting-rooms or in the Carriages, except in the 3rd class carriages and the "Rauch Kabinet."

Expenses Money.—It is difficult to calculate the exact expense of travelling on the Continent. That depends more or less on the habits and means of the traveller and his mode of journeying, and likewise on the rate of charges made in the various countries. It may, however, be Journeying, and neewise on the rate of charges made in the various countries. It may, however, be remarked that, unless the expenditure be very lavish, 20s. per day for each individual ought to cover all expenses—even when travelling by post. Pedestrian excursions in remote situations can hardly exceed 5s. per day, exclusive of Guides when necessary. The chief expense arises from locomotion, Hotel living being almost insignificant. The cost of locomotion will be greatly increased when the traveller proceeds quickly. The above amount will be very probably near the mark when the tourist journeys 70 or 80 miles a day, if only 40 or 50 miles, the expenses, then, are not likely to be more than 15e per day.

Circular notes will be found the most economical and safest mode of carrying money on the Continent

to meet expenses. For particulars, see pages xxxix.

English Bank Notes are convenient in Belgium and in all parts of Germany, but the exchange is lower than that of the Circular Notes. A small supply of English gold should be taken to defray steam-boat expenses, as also to provide against shortebmings where Circular Notes cannot be exchanged. English soversigns ought to be taken at all the hotels at their full value, but the best course to adopt is to apply to some suffortised money-changer when the traveller requires to change them, and not at finis or Hotels. The value of Napoleons, sovereigns, and 10-guilder pieces, are liable to be depreciated by steam-boat elerks and waiters, who presume upon the traveller's ignorance.

Travellers should be provided with the legal coin of the country they travel in, and not take more than

is necessary to defray their expenses whilst in it, as almost every state has a distinct coinage. This course prevents all danger of loss. In all their transactions with Hotel Proprietors, Coach Officials, &c., they should have a distinct arrangement, in presence of witnesses, before availing themselves of any accommodation or service: At hotels and ines through the journey, the Bill of Fare should be called for, and see, and the prices occurred successful. This course, if followed, will prevent much after unpleasantless and preserve the traveller against imposition.

Tisoplismedus. A small pocket compass will be found useful, especially to pedestrians.

Thermometer.-Reasmur's thermometer is generally used on the Continent. To comvert degrees of Reaumer into Fahrenheit, above freezing-point, multiply by 24 and add 32; below, multiply by 24 and subtract from 32; thus-

REAUMUR.	CENTIGRADE.	FARRENHEIT.		
	OLING-POINT			
80	100	212		
76	95	203		
72	90	194		
68	85	185		
64	80	176		
60	75	167		
56	70	158		
. 52	68	149		
48	60	140		
44	55	131		
40	50	122		
36	45	113		
. 82	40	104		
28	85.	95		
24	30	86		
20	25	77		
16	20	68		
12	15	59		
. 8	10	50		
4	5	41		
Ö	0	32		
PREEZING-POINTS.				
4	-5	23		
-8	-10	14		
-12	15	-5		
16	-20	•4		
-20	-25	-13		
'24	•30	-22		
-28	'35	*31		
-32	•40	-40		
-36	45	-49		

17 R x 21 - 341; add 32 = 701 F. of heat. 8 R x 21 = 18; sub. 18 from 82 = 14 P. of cold,

and to convert degrees of Celsius or Centigrade into these of Fahrenheit, multiply by I and four-fifth, and add 32 if above freezing-point, and subtract if below freezing-point.

The table annexed will enable the traveller to see at a glance the difference between the degrees of Reaumur and Celsius with those of Fahrenheit.

Practical Information for Travellers in France.

Travellers landing at Calais, and intending to proceed immediately to Paris, may avoid an inspection of their baggage till they reach Paris, by making a declaration to that effect at the Custom-house. Travellers proceeding THROUGH FRANCE to Belgium direct, will avoid examination by the French Custom-house authorities by making a similar declaration as to their destination.

The Traveller upon his arrival at Boulogue, Calais, or other French port, is not allowed to take any luggage on shore with him save a small parcel; but if he arrives at night, he is allowed his carpet bag.- His baggage is removed to the Custom-house for the purpose of being examined, after which he may clear it himself if he thinks fit, but it is usual to employ a commissioner, who is entitled to receive for his trouble only that which he had previously agreed for.—No traveller can be charged anything for his luggage beyond the following sums, which include the expenses of landing, warehousing, and conveying to any part of the town.

> Packages under 10lb, weight. O Francs 7 sous. from 10lb. to 1 cwt. from 1 cwt. to 2 cwt. from above 2 cwt. do. 0 14 do. do. 10

Nothing is due for objects of little weight, such as walking-sticks, umbrellas, hat boxes, cases, or small baskets, when they form a portion of other luggage belonging to the same person or the same family
Every object and package taken from the warehouse without being carried home, pays 35 c. (7 sous.)

Norrex -All articles not being wonn, such as wearing apparel, must be declared at the Custome Travellers not conforming to this regulation, would incur not only the confiscation of the articles not declared, but also the payment of a fine.

IN TAKING FURNISHED APARTMENTS, the stranger should have a written agreement, with an inven tory, signed by both parties, containing a precise account of the furniture, even to a plate. He must also have a stipulation therein that the landlord pays the furniture tax, which is levied in October and April, oth rivise the party will have to pay, notwithstanding the furniture is the property of the landlord.

RENTING Houses .- All rent is paid in advance quarterly, but if a house is rented for a term, the fenant cannot remove his goods therefrom until he has paid the entire rent to the landlord, of this whole

TENANT must answerfor the effect of fire in his rooms, unless he can show that the fire was secasioned by accident.

SERVANTS in France are engaged by the month: masters possess the right of discharging their egrants when they think proper, according to a regulation established by the Jose par Pass, and a cha leave their places when they like; but in this case they are only paid by the day.

SUMMER Visites are not subject to the payment of taxes; personal and furniture inxacting and you foreigners who are residents at the time the annual lists are revised in October and April.

Cananages are hired at the rate of two france per hour, and, if the journey is ever so short, at two france is expected unless an agreement to the contrary is made beforehand. oca. -The owners have to pay a tax of 12 france each per annum.

ENGLISH FORTAGE STARRS COURT for nothing in the French Post-Office.

Frankryens Dakaar.-At Boulogne and Calais, Permits can be had one hour before the departure of each same, or from 1 to 28 ms. preceding the night of departure of the packet, when it starts between the straight at five in the morning. If the passenger with his permit goes on board from ten to derive o'dieth, or one parture of the packet, when the morning.

PASSENGES PROCEEDING TO ENGLAND will be allowed to bring with them any quantity of spirits less than a pint, and half a pint of Eau de Cologné, free of duty. Travellers, however, should bear its mind, that if articles liable to duty are contained among their luggage, they must make declaration of such at the French or English Custom-house; which will avoid forfeiture or other subsequent unpleasantness. Letters for posting found among passengers' baggage at the French or English Custom-houses, tablet the sender and bearer to penal consequences at the instance of the authorities of both countries.

POSTE RESTANTE.

Important.—Letters for the Continent should be addressed very legibly, particularly the Christian and Surname which should be underlined, omitting "Esquire" or other title. As the Officers of Foreign Post Offices experience great difficulty on reading English writing, and especially from the pronunciation of English names, persons applying for letters should present their cards or their names written plainly. Example.—

A. Mons., MONS. JAMES SIR	THOMPSON.	Postage Stamp
France	PARIS.	

POST-OFFICE REGULATIONS BETWEEN ENGLAND AND THE CONTINENT.

Foreign and Ship Letter Mails made up in London.—Letters for the Foreign Mails era received at St. Martin's-le-Grand and Lombard-street, up to six o'clock; from six till seven, on payment of one penny extra; and from seven till half-past seven, on payment of sixpence extra but not at all after that time.

Under the new arrangement many kinds of books and other printed matter, which have hitherto been liable to the letter rate of postage, will be forwarded at a greatly reduced charge; and as the charges on newspapers and other periodical literature levied on delivery in France have, in most instances, been much greater than that now to be paid in advance, a considerable reduction of postage will be made in their case also.

The charge for a Packet of Printed Papers other than British Newspapers, duly registered at the General Post Office for transmission abroad; not exceeding 4 onnecs, 3d.; above 4 onnecs, and not exceeding § 1b., 6d.; above § 1b., and not exceeding § 1b. 1s.; above § 1b., and not exceeding § 1b. 1s. 6d.; above § 1b., and not exceeding § 1bs. 2s.; and so on, adding two pence or sixpence, as the case may be, for each additional half-pound.

No bound books can be forwarded to or from France except at letter postage rate, and this remark is equally applicable to autograph MSS., and also to printed books which have appended to them any corrections for fresh editions. Travellers are advised to send such per railway, taking care that the packet weighs above 21bs, else he will be liable to a fine of 500fr. A statement of its contents must be delivered at the Railway office with the packet.

be delivered at the Railway office with the packet.

The same rates of postage must be paid in advance upon newspapers and other printed papers addressed to any of the following countries and places, the correspondence for which is forwarded, as a till, through France; viz., Baden, Bavaria, Greece, Lucca, Majorca, Minorca, Modena, the Papal States, Parms, Placentia, Sardinia, Two Sicilies, Spain, Switzerland, Syria, Tripoli, Tunia, Tuscany, Venetian Lombardy, and Wurtenberg, or addressed to any other foreign country, and specially directed to be forwarded "via France."

On this class of printed papers the rate paid in this country will cover the whole charge, either to the extreme frontier of France, or to the port of disembarkation, if they are conveyed from France by one of the French Mediterrancan Packets.

POSTAL TABLE BE	TWEEN E				AN	D THE CONT	INENT.
* Prepayment compu † No letter above 50 grammes (a		l R	ATE O	OF OR.	1 .		
It as a slowed to be sunt thro	nich Frussia.	Ligit	FERS.	2 4	in o in	When made up	Mails.
Insufficiently propeld newspaper chargeable with letter	raie.	4.4	4 4	27	252	in London.	When du
DESTINATIO		Not	Not ex	Reg. News- under 4 oz.	Approximate fime of Transit.		
(Except Venetian Lore-	(Via Belgium	e. d. 0 6	s. d. 0 6	s. d.	3 days.	Rven. dally, Sunday ex. Morn & even. Sunday ex. Morn. & even. Sun. ex. Even. daily Sun. ex. Even. daily Sun. ex. Morn. & Even. Sun. ex. Even. cally Sun. ex. Morn. & Even. St. n. ex.	Daily.
Austria Except Venetian Lombardy, which see	Via France	0 8		*0 1 *0 1	3 days.	Morn & even Sunday ex.	**
Baden and Bavaria	Via Belgium	0 8	0 8	*0 1	3 days.	Even. daily Sun. ex.	;
		0 6		*0 1	I day.	Even. daily Sun. ex.	Twice daily
Bremen and Holland if prepaid, otherwise, riv Belgium 81	Wia Belgium	0 6	0 6	*0 1	3 days.	Even. caily Sun. ex.	Daily.
otherwise, ri Bilgium 81	Via France	0 6	0 8	*0 1	3 days.	Morn. & Even. S. n. sx. Even. daily Succay ex.	"
Brunswick (if prepaid, otherwise	Via France	0 8	1 4	*0 1 *0 1	2 days.	Moni. & Even, Sun. ex. Even, daily Sun. ex. Morn. & Even. Sun. ex.	"
Coburg (Saze)	Via Belgium	0 6	0 8	*0 1	3 days	Even, daily Sun. 6%. Morn. & Even. Sun. ex.	"
Denmark	Tia Belgium	0 11	0 11	*0 i	3 days.	Even daily Sun. ex. Morn. & Even. Sun. ex.	"
Crance and Algeria if prepaid (of	herwise doubled:	0 9	0 8	*0± 1	3 days.	Morn. & Even. Son. ex.	Twice dail
Frankfort	(Via Belgium	0 8	0 8	+0 1	2 days.	Morn. & Even. Sun. ex. Even. daily Sun. ex. Morn. & Even. Sun. ex.	Daily.
Croses by Franch Parket	(l'a France		1 10	*0 1	2 days.	Morn. & Even. Sun. ex.	Weekly.
Greece, by French Parket	Igium and Trieste	1 3	1 3			Th. & every alt'rnate Fri. Even. dally Sun. ex.	Daily.
Via Fr	ance and Trieste	011	1 10	*0 1		Morn. & Even. Sun. ex. Even. daily Sun. ex.	"
Hanover	Vm France	0 8	1 4	*0	3 days.	Morn, & Even, Sun, ex.	"
Hesse	Via Belgium	0 8	1 0	1 # 10 1	3 days.	Even. daily Sunday ex. Morn. & Even. Sun. ex.	"
Ionian Islands	/ 172 m Mr. marrill and	0 9	i ŏ	*0 3		Even. 10 & 25 each mo.	12 & 26 ea. n
	(Via Southampt'n	0 6	0 6	*0	3 days	Morn. 4 & 20 each mo. Even. daily Sun ex.	2 & 18 ca. m Daily.
Labeck if prepaid otherwise, via Belgium, 8d	Via France	0 6		*0	3 days.	Morn. & Even. Sun. ex. Morn. & Even. Sun. ex.	"
			liä	11*0	4 days.	Morn. & Even. Sun. ex. Morn. & t.ven. Sun. ex.	
Euvemburg (Duchy of)	Via Belgium	*0 B	*0 e	*0	2 days	Even. daily Sun. ex. Evn. 2,9,16,17,25 ea. mo.	. 77
Maica	Via Marseilles	*0 6	0 6	*0	1 ::		2, 4, 15, 18, 8
By French Packet	Via Maradiles	*0 6	i	1 *A '		Evening every Friday Even. daily Sun. ex.	Weekly.
Havemburg (Duchy of) Malta	Via Belgium	1 4	2 4	*0	:::	Morn. & Even Sun ov	Daily.
Oldenburg jif prepaid, otherwise	JVia Belgium	0 6	ō d	riskn '	i days	Even, dally Sun. ex. Morn. & Even. Sun. ex.	'
Panal States	Via France	0 1	1 1	*0 *0 *0	days	Morn. & Even. Sun. ex. Morn. & Even. Sun. ex.	. "
., and Naples, by French Pkt.	Via Marseilles	o ii	ii	*0	11	Even. on Tues. & Sat.	Twice a We
Poland	Via France	1 2	1 1	*0	l 6 days	Even, daily Sun. ex. Morn. & Even, Sun, ex.	Daily.
Portugal		*0 4	+0 8	*0	6 days	Morn, 7, 17, 27 each mo. Morn, & Even, Sun, ex.	[1,1], & 2] ea.:
Britishin till neenald otherwise Rd 1	I'de Robelom	'n B	41 0	*0	6 days	Morn. & Even. Sun. ex. Even. daily Sun. ex.	
			1 0	*0 1	4 days	Morn, & Even, Son, ex.	"
99 Other paris	(Fra France	0 8	1 4	*0	5 Anna	1	
Russia Sardinta (III prepaid, otherwise, a fine of 64, on delivery, if propaid, otherwise, stable in the first belgium 8d. Shelltes (Two)	Via France	1 2	3 4	*0	13 dys.	Even. dally Sun. ex. Morn. & Even. Sun. ex. Morn. & Even. Sun. ex.	Dauy.
Sardinia (ii prepaid, otherwise, a fine of 6d, on delivers.)	Via Belgium	0 6	1 0	*0	3 days.	Morn. & Even. Sun. ex. Even. daily Sun. ex.	,,,
Saxony (if propaid, otherwise,	Via Belgium	0 0	0 6	*0	19 4	Press doile flow an	
Sicilies (Two)	rance and Sardinia	o ii	1 10	*0	3 days,	Morn. & Even. Sun. ex. Morn. & Even. Sun. ex.	
70 11	l'ia Belgium	*0 8	40 8	*0 :			
Spala if prepaid, otherwise double	Via Southampt'n	0 8	1 0	*0	7 days.	Morn. & Even. Sun. ex. Morn. 7, 17, 27 each mo.	6 16, 26 es. s
\$weden	Via Belgium	1 2	1 2	*0			Daily.
Swifteniand	A Las L. L. Wild Co	ט טו	1 L U	+0 1	3 days.	Morn. & Even. Sun. ex. Morn. & Even. Sun. ex.	" .
Tarkey	Via Belgium	0 11	0 11	*0 1	3 days.	Mora. & Even. Sun. ex. Even. daily Sun. ex.	**
TOPET	Via France	1 3	2 6	+0 1		Morn. & Even. San. ex.	17 . 19
Tuşcany	rance and Sardinia	0 7	1 2	*0	5 davs.	Morn, & Even, Sun, ex.	
Venetian Lombardy (Via F	ance and Sardinia.	0 8	14	-0	A dave	Even, daily Sun, ex. Morn, & Even, Sun, ex.	*
Il prepaid otherwi	rigium	0 10	0 10	*0	days	Even. daily Sun. ex. Morn. & Even. Sun. ex. Even. daily Sun. ex.	71.
en Belgium, 8d.	l'is Belgium	0 0	0 6	*0	3 days.	Even delle son er	

Opon Newspapers addressed to the Ionian Islands, specially directed to be sent via France, and upon Mayspapers for Malta, specially directed to be sent "by French Packet via Marseilles," the same rates of nostage must also be paid in advance; but printed papers other than newspapers, addressed to the Ionian siands and Malta, will not be sent at a reduced rate of postage by way of France. They may, however be forwarded via Southampton under the Colonial Book Post Regulations.

The following is a list of the places in Turkey, Syria, and Egypt, at which France maintains Post Offices; viz., Alexandria, Jaffa, Beyrout, Tripoli in Syria, Latakia, Alexandretta, Mersina, Rhodes, Smyrna, Mytelene, Dardanelles, Gallipoli, and Constantinople.

All newspapers to be forwarded at the lower of the two rates mentioned above, must be posted within fifteen days from the date of publication; but newspapers of an older date may be forwarded at the rate set down for ordinary printed papers. If any printed paper, not a newspaper, be enclosed in the same packet with one or more newspapers, the whole will be chargeable at the higher of the two ates of postage.

Under the term "Printed Papers" are included periodical works other than registered newspapers stitched or bound books, pamphlots, sheets of music, catalogues, prospectuses, announcements, and totices of every kind, whether printed, engraved, or lithographed.

The following regulations must be strictly observed:

1. Every packet must be sent without a cover, or in a cover open at the ends or sides.

2. There must be no enclosure, except newspapers or other printed papers.

3. There must be no other writing or marks upon the newspapers or printed papers than the name and address of the person to whom they are sent, nor anything upon the cover but such name and adress, the printed title of the papers, and the printed name and address of the publisher or yendor who ends them.

If any of the above regulations be disregarded, or if the whole postage be not paid in advance, the

ackets will either be detained, or forwarded charged as unpaid letters.

Newspapers addressed to the Mediterranean or the East Indies, and intended to be sent in the losed mails by way of Marseilles will continue liable to the existing regulations, including the present ates of postage.

INFORMATION RESPECTING PASSPORTS.

Travellers or Visiters to any part of Europe who desire to avoid delay, trouble, or unnecessary exonse, can obtain their Passports through the agency of our London l'ublisher, Mr. W. J. ADAMS, 59, LEET-STREET, E.C., who will see that every thing necessary is done in procuring the proper pisa for a lourey to or through any Country on the Continent; in which case it will be necessary to forward him the etter of Application, or apprize him by letter or otherwise, that such Letter of recommendation, or ertificate of identity has been duly forwarded to the Foreign Office—he will then take immediate steps to ocure the l'assport and the necessary visas, &c. Ily this arrangement parties resident in the country are wed the trouble of coming to London, as it can be forwarded to them by post (en regle.)

Fee for obtaining l'assport 1s, 6d.; ditto for each visa, 1s. 0d. Passport cases from 1s. 6d. to 6s. 0d. ame lettered in gold 1s. Travellers' writing cases, portfolios, Couriers' bags, Continental post paper avelopes, and every description of stationery useful to travellers. - Office Hours - 8.9 a.m. to 7.0 p.m. (If a Banker's recommendation, it must be under the Seal of the Banker or Banking Establishment by om it is issued,—if a Certificate of Identity from a Mayor, Magistrale, Justice of the Frace, Minister Religion, Physician, Surgeon, Solicitor, or Notary,—such Certificate must bear the Signature of the stson on whose behalf the Certificate is granted.)

Foreign Office Passports are granted upon the application or recommendation of any Banker or Bankg Fstablishment, in any part of the United Kingdom, which application must be enclosed under Cover d Scal of the Establishment, and directed to Her Majesty's Secretary of State for Foreign Affairs, in rm as follows:--MY LORD.

(Place and Date.) We request that your Lordship will authorize the grant of a Passport for travelling on s Continent, Spain, (or elsewhere), to A. B., a British subject, (or C. D., a Naturalized British Sabject,

piding at , accompanied by (as the case may be). We have the honour to be,

My Lord, Your most obedient Servants,

Her Majesty's Secretary of State for Foreign Affairs. Note.—When the various members of a family travel together, they may be included in one passport the degree of relationship should be stated : for example—Mr.—, (the christian as well as surname the given in full,) travelling on the Continent, accompanied by his wife, and—sons, and—daugh—s, with—woman servant (if any), all British subjects. If attended by a man servant, his name in must be stated, and he must be a British subject; if a foreigner, he must obtain a passport from his a government. Friends travelling in company, although not related, may also be included in one sport: but in this case, each of their names and addresses should be given in the application.

And in order that every possible facility may in fature be afforded to all persons who require a Passort, and in cases where an application for the same through a Banker may be inconvenient, or inacces-libra, we beg to direct particular attention to the following Notice issued from the Foreign Office. April 21, 1858.

Motice is hereby given that in order to facilitate still further the obtaining of Passports by British aphjects desiring to proceed to the Continent, Passports will henceforth be issued to any British subject who shall produce or send to the Passport Department of the Foreign-office, or to any one of the undermentioned agents at the outports, a certificate of his identity, signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary, resident in the United Kingdom. Every such certificate must bear the signature of the person on whose behalf it is granted; and when it is forwarded to the Foreign-office by post it must,—if it be required that the Passport should be sent by return of post to the person who granted the certificate, in order that he may deliver it to the applicant for the Passport,—be accompanied by a post-office order for the amount of the fee; or if forwarded by post to an agent at an outport, the postage must be propaid. But an agent at an outport will only deliver Passports to persons applying for them there in pursuance of such certificate, and will not send them by post to any persons whatever. The application for the Passport if addressed to "Her Majesty's Secretary of State, Foreign-office, London," should have the word "Passport" conspicuously written upon the cover. The names of the agents who have been appointed to issue Foreign-office passports at the undermentioned ports, are:-

Birmingham, George A. Everett Esq.; Dover, Sannel Metcalfe Latham, Esq.; Devenport. Thomas II. Hawker, Esq.; Folkestone, Francis M. Faulkner, Esq.; Hull, John England, Esq.; Liverpool, Nathan Litherland, Esq.; Lowestoft, B. M. Bradbeer, Esq.; Manchester, ——; Newcastic-on-Tyne, Edward Glyn, Esq.; Newhaven, II. G. Turner, Esq.; Southampton, W. G. Le Feuvre, Esq.; Weymouth, Richard

Hare, Esq.; Dublin, L. H. Deering, Esq.

It will save time by addressing Certificates of Identity &c., to the CHIEF CLERK, Foreign Office, London, (instead of Her Majesty's Secretary of State), with the word Passrout conspicuously written mpon the cover.

CERTIFICATES of IDENTITY should be worded in the following form, and must be signed and sealed by the person giving it, and also by the person in whose favour it is granted-

> (Date of place, and day of the month.) The Undersigned, -Mayor of Magistrate for Justice of the Peace or Minister Physician Surgeon Solicitor Notary

> > Residing at

hereby certifies that A. B. (Christian and surname to be written at length), whose signature is written at foot, is a British subject, (or a naturalized British subject.) and requires a Passport to enable him to proceed to to travel on the Continent accompanied (as the case may be, by his wife and children, with their tutor, named C. D. (Christian and surname to be written at length), a British subject a naturalized British subject. and gorerness, and maidservant [or servants], and manservant [or servants], named E. F., a British subject [or subjects], and a courier, named G. H., a naturalized British subject.

> Signed-(with the usual signature.) (Seal,) Signature of the above named-

If the applicant for a Passport be a Naturalized British Subject, his certificate of Naturalization, with nis signature subscribed to the Oath printed on the third page of it, must be forwarded to the Foreign-office with the certificate of identity granted on his behalf; and his certificate of naturalization will be returned with the Passport to the person who may have granted the certificate of identity, in order that he may cause such naturalized British subject, not being a servant included in his employer's passport, to sign the passport in his presence. But the agents at the outports are not authorized to grant pusports to naturalized British subjects, nor to citizens of the Ionian States.

The sum charged by the Foreign-office on the Issue of a Passport, whatever number of persons may

Any person whose Certificate of Identity has been received from the country, may obtain their Passpost by calling for it at the Foreign-office on the day following the receipt of the application, either in was or by Deputy, in the latter case exhibiting a signed authority from his Principal, in order that signature may be compared with the signature in the Certificate, but in this case the words "Passe will be applied for at the Foreign-office," must be added to the Certificate of Identity.

. The Form of Application to be used by Banking Establishments will be an heretofore, and is given in a preceding page.

The General Regulations for Passports as now amended are as follows 🔑 "1. Applications for Foreign-office passports must be made in writing, and enclosed in a correct discovery of the Majesty's Secretary of State, Foreign-office, London,' or to an agent at one of the specified outports, with the word 'Passport' conspicuously written on the cover.

"2. The charge on the issue of a passport, whatever number of persons may be named in it.

28, which sum includes 64. stamp-duty.

3. Foreign-office passports are granted only to British-born subjects, or to citizens of the Ionian States, or to such foreigners as have become naturalized either by Act of Parliament or by a certification. cate of naturalization granted by the Secretary of State for the Home Department. When the party is a 'naturalized British subject,' he will be so designated in his passport; and if his certificate of naturalization be dated subsequently to the 24th of August, 1850, his passport will be marked as good for one year only; but this regulation will not proclude any person whom it affects from obtaining, at easy future period, on his producing his old passport, a fresh passport for a further limited period of each

year, without being required to pay a fresh charge.

**4. Passports are issued at the Foreign-office, between the hours of 11 and 4 on the day following that on which the application for the passport has been received at the Foreign-office; but the Fass-port will be issued at the outports immediately on application, accompanied by the production of a Certificate of Identity, within such hours as may be fixed with regard to the convenience of persons

desirous of embarking for the Continent.

" 5. Passports are granted to all persons either known to the Secretary of State, or mecommended to him by some person who is known to him; or upon the application of any banking firm established in London or in any other part of the United Kingdom, or upon the production of a Certificate of Identity, signed by any Mayor, Magistrate, Justice of the Peace, Minister of Religion, Physician, Surgeon, Solicitor, or Notary, resident in the United Kingdom.

"6. Passports cannot be sent by the Foreign-office, or by an agent at an outport, to a person already

abroad; such person should apply for one to the nearest British Mission or Consulate.

"7. Foreign-office passports must be countersigned at the Mission in London, or at some Consulate in the United Kingdom of the Government of the country which the bearer of the passport intends to

**8. A Foreign-effice pussport granted to a British-born subject or to a citizen of the Ionian States, or to a 'naturalized British subject' whose certificate of naturalization is dated previously to August 24. 1850, is not limited in point of time, but is available for any time, or for any number of journeys to the to the Continent, if countersigned afresh by the Ministers or Consuls of the countries which the beares intends to visit; but a past-port granted to a "naturalized British subject," whose certificate is dated subsequently to the 24th of August, 1850, is only available for the period for which the past-port was originally granted.

Memoranda to be attended to by Bankers and others sending Letters of Application to the Foreign Office for Passports.

"I .- The application for a Foreign-Office Passport should, for the sake of official convenience, be made on a half-sheet of paper, and be folded in three parts; and it should be either delivered at the Foreign Office, or 'posted' in a stamped cover sufficiently early to insure its being delivered before six o'clock in the afternoon.

"2.-The cover inclosing the application must be sealed with the seal of the Banking Firm, and addressed to Her Majesty's Secretary of State, with the word ' Passport ' conspicuously written upon it *2.—Separate applications are necessary when separate Passports are required; but any number of

applications may be inclosed in the same cover.

4.—The name of any particular country or place to which the traveller is proceeding, with the view of residing permanently or for any length of time therein, should be specifically mentioned in tar applica-tion; but when a Passport for travelling on the Continent generally is required, then that object should be so stated.

"5.—The application must state the name or names to be inserted in the Passport: in the case, however, of a gentleman travelling with his wife and family, it is only necessary to give the same or title of the wife when it differs from the name or title of the husband, the number of sons and daughters. respectively, and the number of the women-servants; but the name of each man-servant (w.. omust be a British subject) must be given in full, in order that it may be inserted in the Passport.

[•] It is requisite that the bearer of every passport granted by the Foreign Office should sign his passport before he sends it to be viséd at any Foreign Mission or Consulate in England; withou tench signature either the visa may be refused, or the validity of the passport questioned abroad. And travellers who may have any intention of visiting the Austrian States at any time in the course of thei itravels on the continent are particularly and earnestly advised not to quit England without having their passports wist at the Austrian Mission in London; but there is no necessity for the vise o cither the Prassian er. Sardinian authorities in the United Kingdom to a Foreign Office passport.

XXXVI

**G.—Servants and others deputed to call at the Foreign Office for Passports previously applied for another deputed to call at the Foreign Office for Passport is an all such attendants must present to the Passport to the Passport to the Passport to the person for whom the Passport is a required, and the name of the parties who applied for it: but when the person requiring a Passport is a satisfacture of the Circle such person must himself attend at the Office with his Certificate of "Saturalization," and must there step his Passport in the presence of the Circle.

"aturalization, and must there sign his Passport in the presence of the Clerk:

"7—Eankers are requested to refrain from sending with their applications any letters which they may have received from their correspondents soliciting their intervention to procure Passports; and they found in the requested to assist in making it generally known, that it is particularly desired that every persons should abstain from forwarding with his Bankers' application any explanatory letter or paper from himself: the application itself must specify every particular required to be inserted in the Passport.

"8.—Parties recommending persons for Foreign-Office Passports will be considered as having thereby modertaken to vouch for their general character, entitling them to the protection of the British Government; and, accordingly, if well-founded suspicion shall ever arise that any party has, through factly of practice or principal, been the means of obtaining a Passport for an objectionable individual

application from such party will subsequently be attended to at the Foreign Office.

"Foreign Office."

[We earnestly recommend that these instructions be carefully attended to, as the best means of preventing delay or disappointment in obtaining the Passports.]

MAST OF THE PRINCIPAL FOREIGN PASSFORT OFFICES IN LONDON WHERE FOREIGN OFFICE PASSFORMS

ARE TO BE VISED.

| Portinguese Consulate.—5, Jeffreyz-square, (E.C.) |
| Portinguese Consulate.—5, Jeffreyz-square, (E.C.) |
| Portinguese Consulate.—3, Jeffreyz-square, (E.C.) |
| Portinguese Consulate.—3, Jeffreyz-square, (E.C.) |
| Portinguese Consulate.—32, Great Winchester street, (E.C.) |
| Portinguese Consulate.—34, Great Winchester street, (E.C.) |
| Portinguese Consulate.—35, Great Winchester street, (E.C.) |
| Portinguese Consulate.—35, Great Winchester street, (E.C.) |
| Portinguese Consulate.—36, Graph dige st., Edgeware-rd. (W.) |
| Portinguese Consulate.—36, Graph dige st., Edgeware-rd. (W.) |
| Portinguese Consulate.—37, Great Winchester street, (E.C.) |
| Portinguese Consulate.—36, Graph dige st., Edgeware-rd. (W.) |
| Portinguese Consulate.—37, Great Winchester street, (E.C.) |
| Portinguese Consulate.—36, Graph dige st., Edgeware-rd. (W.) |
| Portinguese Consulate.—37, Great Winchester street, (E.C.) |
| Portinguese Consulate.—37, Great Winchester street, (E.C.) |
| Portinguese Consulate.—38, Great Winchester street, (E.C.) |
| Portinguese Consulate.—38, Great Winchester street, (E.C.) |
| Portinguese Consulate.—37, Great Winchester street, (E.C.) |
| Portinguese Consulate.—38, Great Winch

** AMERICA —The Hon. George Mifflin Dallas, 24, Portland Place. Passports and Visas are granted to American citizens from 11 to 3. For the information of Americans travelling on the Continent, we subjoin a list of those places where a Consul of the United States is resident:—In Austral—at Vienna, Trieste, and Venice; Baden—at Mannheim; Bavaria—at Augsburg and Mithoten—Belgium—at Antwerp; Denmark—at Danlagen and Eislunce; Farace—at Paris, Havre, Sordesiax, Marseilles, Sedan, Lyons, Nantes, La Rochelle, Bayonne, Napoleon, and Venice; Greece—at Athens; Hanseato Cities—at Hamburg, Brenen, and Frankfort; Hanover, Hesse Cassel, and Hasse Dametant—at Damistolit; Moden—at Carrara; The Negrieralands, technic portional and Rotter-dam; Portugal—at Lisbon; Paussia (Wesphalia)—at Aix-la-Chapelle, and Stettin; Portifical States—at Rome. Ancous, and Rayonna; Russia—at St. Petersburg, Riga, Archange), Odessa, and Helsingfore, Sardinia—Genea and Nice; Saxe-Miin—at Someberg; Saxony—Leipsie,; Spain—at Bilbon, Cadis, Denia, Malaga, Baccelona, Vigo, and Port Malon; Sweden and Norwax—at Steckholm, Gothenburg, and Bergen; Switzerand—at Basle and Chrieb; Turery—at Constantinops, Smyrna, and Candia; Tusoanx—at Leghorn and Florence: Two Sichliss—at Naples, Palermo, and imessina; Wultzer-suza—at Stutigardt.—The above will be found useful in many respects to British as well as American travellers; as in many towns will be found an agent accredited from the United States, where a British Consul is non-resident—in which case English and Americans will meet with equal contresy and attention.

AUSTRIA.—British subjects travelling in the Austrian dominions must be provided with a Farelyn Office Passport, and which must also have the visa, or countersignature, of the Minister of Relegation for Austria in London. [We earnestly direct particular attention to this matter.] Office of Lagation, Chandos House, Chandos Street, Cavendish Square. Hours, from 12 to 2 o'clock daily. The visa is printed without charge, and the messenger in attendance at the Legation is instructed to universal questions, and to give every necessary information respecting passports. The words "British tubject," (or Subjects,) must be written in the body of the passport, or the visa will be refused. American paveliers who intend visiting Austria, should take care to have their Passports visé by an Austrian and imarican Ambassador or Consul, at Berlin or Frankfort, or in some other town where an American appresentative dwells.

BADEN -- At the Consul's Office, 1, Riches-court, Lime street, City. Fee for visa, 2s. 6d.

BAVARIA.—Passports are now visé by the Minister, at his residence, No. 3, Hill-street, Berkeleyquare, gratis, but they must be duly signed bifore the Ambassador will attach his visa.—In his absence, hey must be taken to the Consul General, Mr. Adolphus Brandt, No. 3, St. Helen's Place, Bishopsgate area, E.C., whose fee is 2s. 6d.: Office Hours from 12 to 4.

HESO', E.C., whose fee is 2s. 6d.: Office Hours from 12 to 4.

BELGIUM.—British subjects entering Belgium must be provided with a Foreign Office Passport, dass are now unknessant. Office of the Consul, No 33, Gracechurch-street, City E. C. Office, of the toe-Consul Mr. J. G. Wich, 11, Bury Court, St. Mary Axe, Leadenhall-street, E. C. Office Hours.

BRAZIL.—Legation, 9, Cavendish Square, between 11 and 2.—Gratis.

MARK.—Ambassador's residence, Pall Mall. Poreign Office Passport viséd between he wife of 12 and 2 graits,—and at the Consul's Office, No. 6, Warnford Court Throgmorton Street, ink, between 10 and 4. Consul's fee 5s.

PRANCE —Consulate-General, 36, King William-street, London Bridge. Brilish subjects to welling in France must be provided with a Forkion Office Passroar, which must be duly vised by the Consulate-General of France at his office as above. See New Regulations, from page xxix. to xxxi Fee 4s. 3d. Office Hours, 11 to 4. Ambassador, the Duke of Malakoff, K.C.B., Albert Gate, Knight bridge.

Notice.—In accordance with instructions issued by the French Government, the Consul-General France caunot attach his visa to a Foreign-office passport until it is duly signed by the person in who favour the passport is granted. When more than one person is mentioned in the same passport,

signature of the first named or bearer only is required.

GREECE.—At the Consul's, 17, Gracechurch-street; between 12 and 3.—Fee 2s. 6d.

HAMBURGH and HANSEATIC REPUBLICS (LUBECK, BREMEN, HAR BURG).—Consulate General, &c., No. 13, Austin Friars. Office hours, from 11 till a.—Passpor granted to none but Hanseats. Fee, 5s. No visa required to Buttish Passports.

HANOVER.—Secretary to Embassy, 4, Hobart-place, Eaton-square, between 10 and 3: Also, the Ambassador's (Count Kilmansegg's), 44, Grosvenor-place. No charge is made for attaching the violation of the Country of the Ambassador's (Country of the Country of the Country of the Ambassador's (Country of the Country of the Ambassador's (Country of the Ambassador's (Cou

HOLLAND.—Ambassador's residence, 20, Lowndes Square, Knightsbridge, where Passports an vise by leaving them one day and calling for them the next. No fee. Consul's office, 204 Gt. St. Helen Bishopsgate St. Fee for visa, 5s. The strictness respecting Passports is now as great in Holland as in othe states — no one should travel through the Dutch states without one. An examination of Passpor and Luggage takes place at Emmerich, on board the Steamer, ascending and descending the Rhine.

ITALY.—Travellers should pay very particular attention to the manner in which Italian Passpor are managed. Every foreigner, before being permitted to enter the Papal States, is required to have bis passport vise by the Papal Consul, or Nuncio resident in the capital last visited by him; and, if take the French route, much convenience will be the consequence if he procure the visa of the Nuncio Paris, on setting out. If this be impossible, the Papul Consular visa at some important town, a suffice. The Austrian visa is available in Italy for the Venedian States. The Tuscan and Nespoli should be obtained in London. At each town the passport is examined and countersigned, which a fee of two pauls has to be paid; and, in garrison towns, the same formally is obsert on leaving. In sea port towns, the visa of the British Consul is necessary. The traveller, beta quitting Rome on his return, should obtain to his passport the visas of the representatives of various dominions through which he purposes to travel. It travelling from Milan through Geneva, t France, the signatures to his passport of the British, Sardinian, and French Consuls at Milan, will necessary. The Sardinian risa is not now required for the Foreign-Office Passport only to enter or less the Piedmontese States; by this late measure the English traveller is free of the heavy tax of eig francs charged for entering and leaving the State.

LASCIA PASSARE.—Persons journeying in their own private conveyances to Rome should provide t above to be forwarded to the frontier, and also to be left at the Porta del Popolo, as they will the avoid the formalities of the Custom House. This they can do by writing to their bankers of corr pondents. Travellers by public or post-carriages, cannot be permitted this privilege.

MEXICO.—Consul. James L. Hart, Esq., 7, Broad Street Buildings, City, E. C.

WAPLES & SICILY.—Until the arrival of the Ambassador, Passports will be vised by the Consul, at his Office, No. 15, Cambridge Street, Edgware Road; fee 4s.; office hours, from 12 to 3 According to the latest Official regulations, all persons intending to visit or travel in the dominate of the Two Sicilies, must have their passports vised at the Sicilian Consulate General in London In case of embarcation at any of the other ports of Great Britain and Ireland, the passport may also be countersigned by the Vico Consul of the Two Sicilies at the last port of embarcation, while which a landing and journeying in the Royal Dominions will be refused.

NICARAGUA.—Consul, James L., Hart, Esq., 7, Broad Street Buildings, City, E. C.

OLDENBURG.—Chargé d'Affaires' residence, 3, Stratford Place. Consulate hours, 12 to Passports granted to none but Oldenburgers.

PERU.—Ambassador's residence, 15, Portland-place.—Consul's offic 6, Copthall-court.

PORTUGAL. - Embassy, 12, Gloucester Place, between 11 and 4; delivered, following PORTUGAL. — Embassy, 12, Gloncester Place, between 11 and 4; deliverel, following at Also at the Consul's Office, 5, Joffeny's-square, St. Mary Axe — Fee for Passport 4s. 6d. for Visa, 4st PRUSSIA, the Rhine, Duchy of Nassau, Brunswick, and Grand Duck of Hesse. — Am'asador's residence, No. 9, Carlton House Terrace, St. James Park, S.W.—Could General, M. Hebeler, 106, Fonchurch-street, E.C. The visa of Prussla is not required to a Foret Office Passport, American citizens can have their Passport vised gratis by the Prusslam misist in London. On entering Prussla, from Belgium, the Passport is taken from the traveller at Hebethl, but must be applied for at the Rureau de Passports at Alx-la-Chapelle, at the Ruffly Station. Travellers arriving at Berlin or Minden, will be required to exhibit their Passports befallows the Station. When the Visa of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport before the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport, his account of the Consul in London is attached to a British Passport before the Consul in London is attached to a British Passport before the Consul in London is attached to a British Passport before the Consul in London is attached to a British Passport before the Consul in London is attached to a British Passport before the Consul in London is attached to a Br is da.

EXTESIAN CONSULATE GENERAL, No 32, Great Winchester Street, Old Bread Street, Passports granted of end reed (Visa) between t e hours of 11 and 3, on furnishing a letter of fleshion, signed by a mercantile film forms of which letter may be obtained at the Office Fees a passport, 6a 4d, fin a base 18 7d Ambit idors residence Chestam House, Belgrave Square.

Therefore information, see pile 3.3 in Special 1 litt.)

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The Course for ever to American I is rts 25 61 Ministers residence 23, Pilk Line ANONY.—The vixon I is not required to a Fereign Office Lawport. Ministers residence. Consult's hours, 12 to 3 Hobert Place, Laten Smare

SIGILY.—See Nupl and Striy
SPAIN.—Imb say, 17, Herefeed Street Parl Inne. Foreign-Office Pas-ports usé graits. irter, 19

TWEDEN and NORWAY. In 1883 19 Give eint Pi co Hourstrom 9 till 1 klivered Bowing div - Gigtis Core 18 (Mec. 2 Al etiman 8 W R. 1 singute Churchyaid, Old Broad rest, City No chure for it at 110 cign Office 1 secont, but it must be signed by the bearer before to use can be that I

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TURGANY (cms 150ft cc. 3, Cc; th 1 court, The proteinst, 1 ctween 10 and 4 | 1 cc. 48 6d COSCANY URUGUAY (Monte V.deo) Con uls Ou cc 4, New 1 ul ce 1 ard, Westminster, L B Neill

FURTEMBERG (milselice 1 (, I encharel -street Foe, 48

Notice in respect to Passports when Abroad,—As every police efficial alroad is athorised to inspect it, the In out in tenther all one im tances be carried alout the reason. To totact it from the effect efe a fint fit on the describle to have it I mal majecket bock, which housed contain some the trace to to to the trace, as the creat senatures are termed, and with

Assertion's name of that he may easly distribush it is nothers a summer pass from one country to ther naless the Light i rest ir conterfened by the Minsels of hese countric through the they intend to 354. This the district And s ad 1 in 1 n onne ther gives ner countersigns Figure means Pisser to except that is a list in an a state in in one tractice in countries, in Figure many Pisser to extend that is a list of the countries of the first bound to fully countries, it filed us intensite to (loudification linguish the las port of the Betth authority), to close it is a or containing meture at Pres, Irankfort-on-the-last Betth, lumical mode of the cristian real cantule.

Then list is (f l mi t t rationly it a necessith triveller must beain a ne mit frem authorities, she lidely lacer be narel at rm havever, that is instantly given on application

.*COURIERS - Familes Ludies, or Gontlemen, requiring a Courier and welling Servant may hear of healthy trustworthy and experienced persons, Lop. dich (per letter or otherwise) to Mr W J ADAMS, Bradshaws ide Office, 59, Fliet Street, Lor don, (L.C.) who will be happy to forward address of a Counci, or insure product attendance on Travellers at their residence in London, fies of charge, or engage them if preforred.

List of Abbre dations used in this Guide.

sey -fr , fianc, c or et centine, th and til, thaler, rt rth and rthl , rix thaler , sgr , silber when the gross preschin, up, new profein, 17, from mg, guild, guilder, f, florin guiden), spid, guiden (fein), kr kreuzer, 131 tut'e, kop kojeck, mate, mark current, shii and sh wangken), c cenvent in manze wangken), c cenvent in manze wangken), c cenvent in manze wangken, c techvent in manze wangken, this kidenta. Bits, Distances, h, hours, m, miles, G M, German miles, E M,

h miles, kils, kilometres

HI Railw 13, Dil, D. diligence, Str., S, steamer, C, private carriage, W mule.
These are shown, where they occur, by the letter T in the Station column of the Fables.

**Expr. s, Dir, Direct, P at Post, S D, Semt-Direct, Mix, Mixed, Omn, Omnibus.

FOREIGN MONEY.

Circular Notes of small denomination.—The £5 Circular Notes so much desired if the travelling Public, are now issued (as well as those of £10 each), for the convenience of the travelling to draw a larger sum at each place, payable at all the principal cities and towns on the Cortinent of Europe, and the United States and Canada, as well as Scotland and Ireland, Madeira, &c., be obtained on application at Messrs. Adam Spielmann and Co.'s, Bullion and Banking Office, 79, London States, City.

Circular notes are given by most of the principal London bankers, and form a very safe and conve nient kind of letters of credit. The arrangements for cashing them in the various countries through which the traveller may have to pass are very simple and efficient, precluding almost the possibility of fraud. As a letter of indication is given with them, we would caution tourists to keep the one in their pocket-book and the other in their baggage. The chief houses for transacting this continental business are the Union Bank; Commercial Bank of London; Herries, Farquhar, & Co.; Coutts & Co.; Sir Claude Scott, Bt., Cavendish-square; Twinings; and the London and Westminster Bank; at the Union Bank Twinings, and Westminster Bank, they may be obtained in notes of £10 each; and in sums of £1 and upwards at Adam Spielmann's, 79, Lombard street, (facing King William street), where foreign money may be obtained or exchanged to advantage. The most advantageous continental gold coin that a traveller can take with him in Germany are the Prussian Friedrichs d'Or, as these pass cur rent not only in Holland and Belgium, but also through all Germany. Napoleons are the very best coin, and may be purchased in London from 16s. to 16s. 2d.; they pass everywhere. Sovereigns are not well known in Italy, and are supposed to be pieces of 20 francs. English bank notes for £5 can be changed on the Rhine, and in Paris, Belgium, and the principal towns in Switzerland; but they are no known in other places; and even at Lyons, Florence, and Rome, they will not be taken under any chi cumstances; but they can be exchanged at these places at the Money Changers by paying a heavy per centuge. Prussian dollars, and florins and half florins, are the most serviceable silver coins. It scarcely necessary to hint at the advantage of being always provided with small change in the legal cur rent coin of the country through which the traveller passes, as every exchange entails a consequent los

GOLD AND SILVER COIN TABLE,

Showing the value at which the following Coins are now current on the Continent (varying social ing to the Exchange). Corrected at the Exchange and Foreign Banking Office, No. 79, Lond Street, London, by Messrs. Adam Spielmann and Co.

• The calculations of the following Tables are governable by or from the Pound sterling. Slight d ferences may occur by the currency fluctuating between one continental country and another.

Description of Coin.	gium nian Swit	ce, Bel , Sardi States, s'land.	PI	tes		in i	STRIA Silver. Sow Trency.		ER- ANY.		OL-	, -	AM
	Fr.	Cts.	Th	l.Sg	.Pf.	FI.	Kr.	F1.	Kr.	Gu	ld. C		. Bh
English Sovereign	25		6	20	0	10	40	11		11		16	9,
English Shilling	1	25	0	10	0	0	52	0		0		0	18
Ten Guilder (Dutch) not current			5	14	0	8	53	9	40	9	80	13	13
Guilder (Dutch)	2	12	0	17	0	0	87	1	0	1	0	1	6
Napoleon (French, 20 francs)		0	5	10	0	8	32	9	20	9	50	18	6
Five Franc Piece (French, Belg., or Swiss)		0	1	16	0	2	8	2	21	2	40	3	7
One Franc (French, Belg., or Swiss)	1	0	0	8	0	0	42	0	28	0	464	0	10
Fredricksdor (Prussian)	20	93	5	20	0	8	84	9	55	9	90	14	24
Thaler (Prussian)	3	75	1	0	0	1	56	1	45	ı	73	2	8
Louisdor (German)	20	45	5	15	0	8	58	9	33	9	69	13	9
Ducat (German)	11	80	3	5	0	4	81	5	30	5	56	8	.03
Crown Dollar	5	571	ı	15	0	2	35	2	42	2	66	3	124
Florin (German)	2	11	0	17	0	9	87	1	0	1	0	1	6
Leopoid (Belgian), not current	24	60	6	17	0	10	14	11	35	11	60	16	- 5
Imperial (Russia)	20	50	5	16	0	8	45	9	45	9	75	14	. 24
Ducat (Austria)	11	81	3	5	6	4	82	5	321	5	60	8	0
Zwanziger (Austria) not current	0	70	0	6	2	0	35 .	Ó	20	0	35	0	94
Ten Florin Piece (German)	20	80	5	18	6	8	53	10	0	10	0	14	1
New Five Florin Piece (Holland)	10	42	2	23	0	4	26	5	0	5	0	7	9.
New Convention Dollar (Austria)	5	0	1	10	0	2	10	2	20	2	40	3	73
New Five Dollar Piece (Spanish)	25	40	6	22	3	10	60	11	58	12	0	16	7
New Austrian Gulden (100 cents or 7		40	0	19	2		.	•	73		15		as S
New Kreutzer, issue Nov. 1, 1858) \$		20	U	19	26		0	1	12		10		1
New Austrian la Gulden Piece, do. do.	3	60	0	28	9	1	50	1	381	1	684	3	4

^{*} Switzerland Currency—new system—same as France, Sardinian States and Belgium.

A CONCISE TABLE OF FOREIGN MONIES.

REDUCED FROM ENGLISH INTO THE CURRENCY OF VARIOUS COUNTRIES.

EN	OLA	ND.	France glum, nian è Switze	States,	PB	USEL	۸.	AU51 in Silve Curre	THEW	HOLL	AND.	GERM	IANT.		sıa, lver.	HAMBO ir Cour	1
40000	. 0	d. 1-10 01 01	Frs. 0 0 0 0	Cts. 1 24 5	Th. 0 0 0	Sgr. 0 0 0	Pf. 1 2; 5	F1. 0 0 0	Cts. 0 1 2	Guild. 0 0 0 0	Cts. 0 11 21 5	F1. 0 0 0	Kr. 0 02 11	Rbl. 0 0 0	Kop. 0 0 1 1 2	Marc. 0 0 0 barel	0 04 04
00000	0 0	1‡ 2 3 4 5	0 0 0	13 21 31 42 52	0 0 0	1 2 8 4	0 8 6 4	0 0	5 13 13 172 214	0 0	61 10 141 191 24	0 0	4 6 9 12	0 0	31 51 71 104 131	0	1 2 2 3 2 4 4 5 5 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5
90000	0000	6 7 8 9	0 0 0	62 73 83 94	0 0	5 5 6 7	0 10 8 6	0 0	26 301 341 39	0 0	29± 37± 39± 44± 47±	0 0	171 201 231 261 271	0 0	15% 18% 21 23% 24%	0 0	62 71 9 10
90000	0 1	10 11 0 21 8	1 1 1 2	15 25 50	0	8 9 10 12	2 0 0 0	0000	43 47 52 63 69	0 0 0	491 541 581 691	0 0 0	293 321 35 42 0	0	26 1 28 30 1 38 51	0 0 1	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
000000	2 3 3 3 4	0 0 3 4 4	2 8 4 4 5	51 75 10 17 0	0 1 1 1	20 0 2 3 10	3 0 6 4 0	1 1 1 2	4 56 71 75	1 1 1 2	20 75 90 95 34	1 1 1 2	10 45 55 59 20	0 0 1 1	61 92 0 2	1 2 2 2 3	10 <u>1</u> 8 11 12
0000			7 8 10	25 50 75 0 25	1 2 2 2 3	20 10 20 0	0 0	3 3 4 4	60 12 64 16 68	3 4 4 5	921 51 91 49 261	3 4 4 5	55 30 5 40- 15	1 2 2 2	84 15 45 75	5 5 6 7	0 13 10 7
00000	10 11 12 13	0 0	13 15 16 17	75 0 25 50	3 4 4 4	20 0 10 20	0 0 0	5 6 6 7	20 72 24 76 28	5 7 7 8	85 431 2 60 19	5 7 7 8	50 25 0 35 10	3 3 3 4	35 66 96 26	9 9 10 11	4) 11 15 12 91
0000	16 17 18 19	0	20 21 22 23	75 0 25 50 75	5 5 6 6	10 20 0 10	0 0 0	8 8 9 9	80 84 36 88	9 10 10	771 361 941 534	9 10 11	45 20 55 30 5	4 5 5 5	57 88 18 49 794	12 13 14 14 15	7 4 14 15 124
	10	0	25 37 50 75 100	50 0 0	10 13 20 26	0 10 0 20	0 0 0	10 15 20 31 41	40 60 80 20 60	11 17 23 35 46	70 55 40 10 20	11 17 23 35 46	30 20 0 40	9 12 18 24	10 15 20 30 40	16 24 33 49 66	131 2 11 4
		0	150 175 200 225	Ö	40 46 53 60	0 20 10	0 0 0	52 62 72 83 93	40 80 20 60	70 81 93 105	50 20 30 60 30	70 81 93 105	20 0 40 20 0	36 42 48 54	60 70 80 90	99 115 132 149	12 5 131 6
:::: 3%	e (0	250	- 0	66	20	0	104	0	1117	0	116	40	61	Ŏ	165	<u> </u>

EXPLANATION OF THE CURRENCIES OF THE VARIOUS COUNTRIES.

18. BELGHUM and Sardinia, France, of 100 Continues.—Prussla Theless, of 20 Silver groschen, and 24 good groschen by grounder. It l'connigne.—Austrial, Florins, of 6 Refruiters.—Phol.Land, Onliders, of 100 Centa.—Grewaff, by Silver groschen. Allender, of 100 Centa.—Grewaff, by Silver groschen. Publish, milles of 100 Centa.—Switzerland, Prance, new page 100 files of 100 Centa.—Switzerland, Prance, new page 100 files of 100 Centa.

11 Jan Money. 10 pages 200.

For Spakish Money, 200 page 200.

For Spakish Money, 200 page 200.

For Davien Money, 200 page 200.

Skeleton Through Routes from London to the Continent.

The compilation and arrangement of this table is the exclusive copyright of Mesers. Bradshaw & Blacklock, and any indiagement thereof will be proceeded against under the act of the 5th and 5th Victoria, chapter 45. Part I.1 THE MOST DIRECT ROUTES [Part I From LONDON to the principal Cities in Europe, the Fares, the means of Conveyance, and time of Journey. Note.—At the pages referred to in the following Routes will be found the full particulars of time of departure and arrival of Conveyances from and to the places named.
For BATHS and WATERING PLACES see page 7. ABBREVIATIONS:-Rl. rail; Str. steamer; Dil. diligence; Rtes. routes; Sta. station; Om. omalbus. Approximate Fares. Approx-imate Time. LONDON * The Homeward bound Traveller must reverse the Routes. I class. | 2 class. to £ s. d. £ s. d. D. H. M. a Stramers direct from St. Katherine's wharf, see p. 197.

b Via Ostend, Str. direct from St. Katherine's wharf to Ostend, see p. 198, (change carriages) Rt. thence to Mailines, (change carriages) p. 02; Auwert, 70.

c Via Catari, Rt. to Dover; Str. to Calsis, p. 188; Rk-via Lille, Mouscron, Brussels to Antwerp, p. 63

Via Ostend, Rt. to Bover; Str. to Ostend, p. 188; Rt. via Ma-Antwerp(Belgium) 1 11 4 0 15 0 lines, p. 62, (change carrriages) to Antwerp, p. 70...... Via Frankfort, Select from No. 30 Rtes. to; see Itinerary of Rtes. p. 315, No. 1, thence to Augsburg. 2 Augsburg(Baveria) 3 Alexandria(Egypt) Select from No. 40, Routes to India 24 14 11 17 0 Athens(Greece) 40. Route to India, Rte. b, via Trieste, thence per Austrian Lloyd's Company's steamer, every alternate Tuesday at 4 p.m., via Corfu, p. 210 22 1 6 17 0 10 Amsterdam ...(Holknd) | a Via Rotterdam, Stre. direct to Rotterdam, see p. 198; thence 2 12 0 26 0 Harcelona(Spain) Barcelona. a Via Paris and Strasburg, Select from No. 61, Rtes. to Paris; see Itinerary p. 264, for Rts. thence to Bais.

**Pia Cologne, Select from No. 19, Rtes. to Cologne; see Itinerary p. 260, for Rtes. thence to Bais.

**Pia Paris, Troyer, and Buildouse, Select from No. 50 Routes to Via Paris, thence per Rail to Chaumont, Mulhouse, & Baie, p. 56. 7 Bale(Switzerland) a 3 10 is Cologne, Select from No. 17. Ries, to Cologne: see Itinerary Sterlin Oberhausen, p. 82, thence per III. to Berlin, p. 16.

Via Aux-la-Chapelle, see No. 82; thence to Rubrurt, see page 85; Oberhausen, Berlin, ep page 86.

d Steamer to Hamburg, p. 198; Rl. thence to Berlin, p. 106..... 3 10 0 60 Via Paris, Select from No. 61, Rtes. to; thence per Rl. to Or Bayonne ... (France) leans, p. 27; to Bordeaux, p. 34, RL to Bayonne, p. 39 Bordeaux(France) Select from No. 61, Rtes. to Paris, thence per RL, to Oriean: p. 27; to Tours and Bordeaux, p. 34. ... 5 19 0 25 0 Brussels(Belgium) a 6 14 0

Skeleton Through Routes from London to the Continent.

ŭ	II.	tinere	ry of Through Routes from London—Con	in	uec	ł.					
į	* From LONDO: to	N N	* The Homoward bound Traveller must reverse the Routes.	١	pp.	Fa		las	_11	App im Tir	ate
	Moulogne-sur		a Ry South Eastern Rl. to Folkestone; Str. to Boulogne, p. 189. b Steame: direct from London Bridge Wharf, p. 197	1 0	9	đ. 6	1	0	6	0. E	I, 1 4 8
	metick (G	ermany)	a Via Cologne, Select from No. 17, Ries to Cologne; see Rin- einry, p. 300, for Ries, thence to Branswick. Via Retterdam, Select from No. 67, Ries, to; Ri. from Rotterdam to Oberhausen, p. 82; thence per Ri. to Branswick, pp. 86,	5	5	5	8	12		0 2	8
	,	"	102. • Via Hamburg, S. direct from London, p. 108; thence per Rl. pp 106, 105.		16 18	1	21	7	13	0 3 (-
4	"	"	m Via Dover, RL. to Dover; Str. to Calais, p. 188		10 14	6	I 0 1	0	2 0) 8	\$ 34
1	Chalons-sur-5: Chamouny(8)	i	Fia Paris, Select from No. 61, Rtes. to; Rl. to Dijon and Chalous, p. 44	4	14	0	3 1	0 :	•	. 1	1 (
1	•	,,	for Rice, thence to Geneva; Dil. thence to Chamouny. Va Bale, Select from No. 7, Ries, to Bale, see Rinerary, p. 341, for Rice, thouse to Geneva; Dil. thence to Chamouny.	7	0	2	5	9 11	11	47	, (
7	Cologne(I		P. 12, (change carriages); Rl. to Mouscrou, p. 15, (change	•	•		•	5 11	7	. 0	. [
	**		carriages, Examination of Passport); Ri. to Brussels, p. 65, (Examination of laggage); On. to Station du Nord. Ri. to Malines, Lloge, Verviers, (change carriages), Herbadhal, (Livasport demanded, Alxi-d-Chapelle, (Passport returned,) Cologno, (Examination of Bagrage) p. 66. For Malines, p. 62, (change carriages,) Higgs, Verviers, M. 1984, Rallines, p. 62, (change carriages,) Higgs, Verviers, and Rallines, p. 62, (change carriages,) Higgs, Verviers, declared, and the season of the season	3 1	13	9	2 1:	3 3	0	19	30
	*	1	p. 198; Rl. to Malines, p. 62, (change carriages); Liege,	3	9	6	3 (1 1:	3 8		19	
		"	RI. to Malines, Liege, Vorviers, Herbesthal, and Aix-la-Chapelle, See pp. 71, 66.		7 :		1 14	Ī		24 24	-
	Camo	- 1	Oberhausen to Cologue, p. 87	1	2	5 1	1 13	10	0	20	0
L	*	"	Via Paris, select from No. 61, Rtes. to Paris; see Itinerary, p. 264, for Boute thence to Come.	1		7	3 1 7 15	7	1	57 12	0
•	Constantinople (Turkey.)		Via Cologne, Select from No. 17, Rtes to; Rl. to Leipsle, p. 300, thence per Rl. to Dresden, p. 127; Rl. thence to Prague, p. 138; to Vienna, p. 139; to Gratz, p. 144; to Treiste, p. 145; Str. (Austrian Lloyd's Co.) te. 7, 144; to Treiste, p. 145;	1	n -		3 6			-	_
:	*	- 1	Munich, pp. 132 and 133; Dil. to Ifuz, p. 234; Rl. to Vienna p. 137 thanks	1	6 11	1:	9	7	11	0	.0
C	openhagen (Ne	nın'rk)	Pla Cologne, Select from No. 17, Rices, to Cologne; Rl. to Humburg, pp. 86, 102, 105, 106; Rl. thence from Albana Sta.			1	13	ı	10	0	0
A	• • • • • • • • • • • • • • • • • • •		lin, pp. 86, 102, 103, 115, & Stettin, p. 116; Str. to Copenha- gen, p. 209	13	3 17	ľ	13		4	0	0
		,, d	Vis. Rollerdam, Select from No. 57, Riese to; RI. from Rotter- dam to Oberhauseu, p. 82; RI. thence to Kiel or Settlin, see proceeding Ries. a and b. 71 Hemburg, Str. direct from London to Homburg, see p. 193; thence per III. from Altona Sta. to Kieleng, see p.	•) (5	0	0	4	0	~ (0
ÇI	heletik ola	eway) a	110m Fiel b 184	1:	4	:		•	4	0	0

Skeleten Through Routes from London to the Continent.

	Itiner	ry of Through Routes from London—Con			
Ϋ́	* From LONDON to	◆ The Nomeward bound Traveller must reverse the Routes.	Appro Fa		Approx indea Time.
92	Christiania (continued)	b Via Rotterdam, select from No. 67, Rica. to; El. to Oberhausen, p. 82; Rl. to Hanover, pp. 86, 103; Rl. to Harburg, p. 100; Str. to Hamburg; Rl. Altona, to Kiel, p. 109; Str. to Chris-	£ s. d.	£ s. d.	D, H, W
23	" " Constance(Swlizerl'nd)	tiania, p. 194 Str. from London to Hamburg direct, see p. 193; Rl. Altona to Kiel, p. 199; Str. to Christiania, p. 194. No. 194 Select from No. 7, Ries. to Bale; Dil to Schaffbausen	5 7 6	3 5 8	4 0 0
_	** 11	and Constance, p. 216 b Fia Frankfort, select from No. 30, Rtes. to Frankfort; thence per RL to Stuttgard, Ulm, Frederickshafen	6 17 7 7 0 6		11 3
24	Dantzle(Prussia)	Fia Cologne, select from No. 17. Routes to; thence per Rail to Berlin, pp. 86, 102, 105, 115, 11 from Berlin to Dantzic, p. 118	890	606	1 4 0
25	Danube The	Via Frankfort, select from No. 30, Routes to; then see Hine- rary under Frankfort, p. 315 for route to Munich, Diligonce thonce to Linz, p. 234; Raii to Vienna, p. 137	7 7 3	5 13 (0 48 4
26	Dieppe(France)	Via Brighton and Neschaven, rail to Brighton and Newhaven, p. 178; steamer to Dieppe, page 203	0 18 0	0 14 0	0 10 0
87	Bresden(Saxony)	a Fia Cologne, select from No. 17 routes to; then refer to Itine- rary under Cologne, p. 300, for routes to Dreaden	7 8 6 5 12 5	5 15 11 3 15 11	
		85; Oberhausen, Berlin, pages 86, 102, 105, 115	7 0 0	1	3
28	Dusseldorf(Prussia)	n Viz Rotterdam, Str. direct to, see p. 198; thence per Rl. see p. 82 b Fin Rotterdam, Str. direct, see p. 198; thence per stra	2 7 2 1 10 8 3 16 0		0 30 🐧
29	Florence(Tuscany	a Vis. Parts, select from No. 61, routes to; rall to Marseilles, pp. 44, 46; steamer to Leghom, p. 200; rall to Florence, p. 168 brie Paris, select from No. 61, routes to; thence by rall to Macon, p. 44; Amberica, p. 50; Culoz, p. 50; rall to Atz, St. Jean de Maurienne, p. 157; Phi. over Mount Cenis to Susa, p. 157; rall to Turne, p. 159; to Uenoa, p. 159; dil.	11 5 0	8 6 11	3 0 0
	. ,	Susa, p. 157; rail to Turin, p. 159; to Genoa, p. 159; dl. to Piss, p. 227; rail to Turine, p. 159; to Genoa, p. 159; dl. to Piss, p. 227; rail to Florence, p. 169. - Fix The Rhine and Bale, select from No. 7, routes to; ruil to Lucerne; Str. to Fluollen, p. 199; p. 101, through St. Gothard, Bellinzona to Milan, p. 225; Dil, to Yigovano, p. 231; rail to Genoa, pp. 163, 159; Dil. to Pisa, p. 227; rail to Florence,	11 7 0	8 0	8 19. 9
30	Frankfort-on-the- Malse.	p. 169. a Via Paris, select from No 61, routes to; then refu to Itinerary under Paris, p. 264, for routes to Frankfort. b Via Cologne, select from No. 17, routes to; then refor to Itinerary	5 15 5	4 2 10	lf '
31	Geneva(Switsorland	rary under Cologne, p. 300, for routes to Frankfort	5 18 4	4 2	0 30- 0
	77 %	b Via Paris, select from No. 61, lites, to; thence per Ri to Di-			0 10
	" "	e Fig Cologne and Fale, select from No. 7, Ries to; then refer to Hinerary under Bale, p. 344, for routes to Geneva	6 6	1	5 2 6 6
32	Genoa(Sardinia	nn. 44 & 48: Steamer thence to Genoa, n 200	8 13	6 13	0 2 19 0
	" "	b Fig Bele, select from No. 7 for Routes to; then refer to Itino- rary under Bale, p. 344, for routes to Arons and Genoa. o Far Paris, salect from No. 61 Routes to Paris, thouse per Rai to Macon and Culos, pages 44 and 50; Rail thence to 8 Jean 2de Mauricause, page 157; Dil. thouse to Stass; Bit thence to Turin and Genoa, pages, 137, 158.			3 0 0
30	Grafrath (near Elber feld), Residence of cele- brated Oculist, Dr. Leun	Pis Cologne, select from No. 17, Rtes. to; Rail to Dusseldorf p. 86; Rl. to Elberfeld, p. 98; thence per dil. or carriage	.]		6 94 0
34		Pic Rotterdam, select from No. 67, Routes to; raff thence to the Hagus, p. 81, or sic Utreaht, p. 62	1 12	0 1 1	6 0 20 0
L		Rotterdam and the Hague, pp. 80 & 81, or via Utrocht, p. 82.	3 14 16	116	0 20 0

Skeleton Through Routes from London to the Continent.

Itiners	ry of Through Routes from London—Con	int	ued							٦
* From LONDON	• The Homeward bound Traveller must reverse the Routes.	,	Lpp	ro:	res.	lan	_11		rox ato	. 1
	a Via Cologne, select from No. 17, Routes to; then refer to Itine- rary under Cologne p. 300, for Routes to Hamburg	5 2	1 0	3	3	5	d. 1 0	D. 1 0 3 0 4	32 LO	00
Hapover	w Via Cologna, select from No. 17, Routes to, then refer to Internary interrupt and Cologna 200	4	9	0	3	4	0	0 2	17	0
Havre(France)	ltinerary under Cologue p. 300 o Yia Hamburg, select from No. 35 Route to, then refer to ltinerary under Cologue p. 300. b R Southamblon, rall to; Sir, thence to Havre, p. 207 b By Steamer direct from London, p. 198	1	12 3 14	3 6	1 0	17	100	0 4	18 10	000
Hartz The	a Fit Cologns, select from No. 17, Routes to; thence per rail to Kreins n Juscilon, pp. 86, 102, 104 Bott to Hamburgh p. 198; per Ril from Harburg, per Ni. to Han- over, p. 100: Rl. to Biunswick, p. 102; to Harzburg, p. 101		17 7	0	3		0	0 5		0
Mong-Kong(China)	Fig Surz, select from No. 40, Routes to; Steamer thence to Point de Galle, Penang, Singapore, Hong Kong	172	9	٥	120	121	11	66	0	•
India (Sucs)(Overland)	 Wis Versu, select from No. 50, Routes to; rail thence to Marselles, pp. 42 & 48; Steamer, Messageries Impoilales Co. to Alexantria; Rail to Carro and Suez, p. 175 Fis Treste, select from No. 19, Routes to Cologne, then refer to Hinerary under Cologne, p. 200, for Routes to Vignas; 	36	6	6	27	3	•	10	7	•
(Bombay)	Rail to Trieste, pp. 144, 145; Str., Austrian Lioyd Co., to Alexandria, p. 210; Rail to Suez, p. 175. © Rail to Sourtsumpton; Stesmer to Alexandria, p. 207; Rail to Suez to Bornlay © Suez to Bornlay © Suez to Madras Sce	40 42 65	17	6	29 35		3	9 11 11 18	6 3 0	0 000
(Calcutta) Interlachen	Fig Inte, select from No. 7, Routes to; Rail to Benne, pp. 149, Rl. to Thun, p. 149; Steamer to Interlachen, p. 210		15	Ô	49	Ö	9	0 4	12	0
•	pp. 44 & 46; Steamor, Messagories Imperial Co., to Smyrna, thence per Syrian line to Juffa. **D'is Treete, select from No. 19, Routes to Cologne; then refer to litherary under Cologne, p. 200, for Routes to Trieste, thence per Str., Austrian Loyds Co., to Smyrna, (accelorated line), p. 211, to Jaffa.	28 26				11 O		13	0	•
Kiel (Holstein	Via Hamburg, select from No. 35, Ries. to; Rail to Kiel, p. 108				1		- 1		35	0
Leipsic(Germany)	a Via Cologne, select from No. 17, Routes to; then refer to Rinerary under Cologne, p. 300, for Routes to Leipsic	5	13	٤	3	14	7	0:	35	
Leghorn(Tuscany	Oberhausen, p. 82; Rl. thence to Ham, p. 86, to Cassel p. 99; to Weimar, p. 120; to Lelpvic, 117	5	0	10	3	8	3	0 :	34	
• "	pp. 44 & 46; Str. to Leghorn, p. 200 b Fig France, select from No. 61, Rices, to Paris; Rail to Muson, p. 44; thence to Culoz, p. 50, Rl to St. Jean de Maurienne, p. 157; Dil. over Mount Cenis to Susa; Rail to Tuche and Gena, pp. 1-3, 159; Str 64 Leghorn.	9	8	6		12	6	3	•	0
	e Via Sicrizerland, select from No.7 to Balo; then refer to lithers you under Balo, p. 34 for routes thence to Milan, viz. Rai to Lucerne; thr. to kiudlen; Dil. over 8t. Cothard to Bellin zona and Milan; Rail to Genoa; Str. to Leghorn	8	5	0	8	3	0	3	,	0
Lisbon(Portugal	a Via France, select from No 61, Ries, to Paria; Rail thence to Orieans, Tours, and Kantes, p. 27; Str. to Lisbon, p. 202 b Vin Southempton, Kall to; thence per Str., Royal Mail Steam Packet Co. p. 207	14 16		3	10	18	3	8	13	0
Empression (Switzerland	a Fia Cologne and Fale, select from No. 7. Routes to; then refer to Itinerary under Balo, p. 344, for routes to Lausanne	7	3 15	1 8	5	9	4	2	1 6	0
	Via Parasselect from No. 61, lites, to; Ri. thence to Lyons, p. 44	3	6	6	13	18	3	0	24	ě

	* From	A 100 - 100	•	ppr	oxi	ma	te	PA	ppr	ĢE.
Ą	LONDON	• The Homeward bound Traveller must reverse the Routes.	10	lass			826.		ima Tin	
-		We Time I Dalla - House wells - Alice - Dalla	£	8. Ć	Ú.	£	ı. d	Ī	. II.	×.
40	Madeira, Island of	Via Liverpool, Rail to,; thence per Str., African Steam Packet Co., p. 197	26	17	0 2	1 1:	2 (1	11	
50	Madrid(Spain)	Via Prance, select from No. 61, Routes to Paris; see Itinerary under that place, p. 264, for routes to Madrid	15	0 1	براه					
\$1	Malaga(Spain)	Fig France, select from No. 61, Routes to Paris; Rail thence			١			1		
52	Malta, Island of	to Orleans and Nantes, p. 27; Steamer to Malaga, p. 202 Fig Paris & Murseilles, see Nos. 61 & 53; Str. to Malta, p. 201	16	13 16	1 1	3	3 (;	
53	Marseilles (France)	Vsa Paris, select from No. 61, Routes to; Rail to Marseilles, p. p. 44 & 46		16	6	5	3 (JI.	0 40	٠.
54	Mayence(Rhine)	p. 44 & 46 Via Cologne, select from No. 17, Houtes to; then refer to ltinerary under that place, p. 300, for routes to Mayenco			-			11	-	
53	Milan(Lombardy)	a Vea France, select from No. 61, Routes to Paris; Rail to Mar-	٠	8	1	* 1	3 7	1	9 22	•
ı	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	seilles, pp. 44 & 46; Str. to Genos, p. 208; Rail to Vigovano, pp. 159 and 163; Dil. to Milan	10	8			, ,			
1		b Via Switzerland, select from No. 7. Routes to Basle: then refer	-	-				1		
	1 .	to Itinerary under that place. p. 344, for routes to Milen via Trieste, select from No. 19, Routes to Cologne; then refer		•	7		8 7	1	3 (1 6
1	-	to Itinerary under that place, p. 300, for routes to Vienna and Trieste; Steamer to Venice, p. 211; Rail to Milan	14	0	۵.	,	0 (J	3 11	
56	Moscow(Russia)	Via Berlin, see No. 8 , thence per Rail to Warsaw pp. 121, 123,]	•		1		
57	Riunich(Bavaria)	& 121; Dil. to Smolensko and Moscow	10	U	4	•	v 1	1	• (, 0
I		Munich, p. 132	7	5	5	5	4	٩.	2 12	_0
58	Napies(Italy)	1 seilles, pp. 44 & 46 : Steamer to Naples, p. 201	13	5	61	0		ď	4 1	
		b Via Switze land, select from No. 7, Routes to Bale; then refer to Itinerary under that place, p. 344, for route to Milan; Dil.	1	-	T					
1	1	to Vigerano; Ri. to Genca, pp. 163 & 158; Str. to Naples, p. 190 D Fig Trieste, select from No. 17, Routes to Cologne; then refer	11	10	0	9	7		5 11	
1	•	to Itinerary under that place, p. 360, for routes to Trieste;			1			1		
-		to Itinerary under that place, p. 300, for routes to Trieste; Steamer to Venice; thence via Florence or Rome to Naples.	16	0	0 1	3_	0	9	•	•
59	Odessa(lluyla)	a Via Constantinople, select from No. 19, Routes to; thence per Steamer	30	0	0/2	0	0	اا	6 (
1	-	b Via The Danube, select from No. 25, Routes to Linz; Steamer down the Danube	ł		0 1	-	0	J,	4	
60	Ostend (Belgium)	a Rail to Dover; Str. to Ostend, p. 188	11	17	91	1	5	3	ö	į
-	Paris(Vrance)	b Steamer direct from St. Katherine's Wharf, p. 198		18	╝.	0 1	14	4	0 1	
1		Railways, Rl. to Dover; Str. to Calais, p. 188; Rl. to Lille.				_		1		
	1	Amiens, Paris pp. 12 & 13. b Via Boulogne, per South Ruttern and Northern of France Railreays, Rail to Folksstone; Stoamer to Boulogue, p. 189.	3	1	٩	3	•	3	0 E	2 0
1	-	Railways, Rail to Folkestone; Steamer to Boulogue, p. 189 Rail to Abbeville, Amiens, Paris, p. 18	١.	14				J	01	
-										
N	ots—Unless the traveller be the next ordinary Train.	poks through to Paris, he cannot leave Boulogne by the tidal I	rai	os, l	ut	he	mu	st '	wai	t for
11-		18 Via Culais per Str. direct from London Bridge, Str. direct to			-					
II		Calais, p. 198; Rail to Lille, Amiens, Paris, pp. 12 & 13	1	8	o	1	4	o	0 1	4 0
ll		d Fig Boulogne, Steam direct to Boulogne, p. 197; Rl. to Abbeville, Amicas, Paris, p. 18	.1 1		d	1	4	ال	0 1	4 4
H		e Via Dieppe, per South Coast Railway Co., Rail to Brighton Newhaven; Steamer to Dieppe, p. 193; Rail to Rouen and	-	•	1	-	-	1		
I		Paris, p. 20	11	8	0	1	0	ᅦ	0 L	6 0
II	, •	If Fis Havre, per South Western Ri. Co., Ri to Southampton. Str. to Havre, p. 207; Ri. to Rouen & Paris, p. 20	1	8	d	1	٥		0 1	6 6
ll		g Steamer direct from London to Havre, p. 198; Paris, p. 20 h Vis Brussels, No. 11 e to Brussels; thence per Great Luxem-	11	8	ě	i		o'	Ŏ ŝ	
H		bourg Rail to Paris, p. 73	2	15	8	2	2	d	0 2	0 0
ll		1 Via Cologne and The Rhine, to Baden-Baden, see No. 86 Routes to; thence per rail to Straeburg and Paris		10	1	6	0 1	d	2 1	
II-	Wors The WARRS sin P.	aris or Cologne to places beyond those cities, are calculated at th		-	of 4	be	41-		-	
F	ree by Express Trains; but	t we give the Fares by all the other Routes as well, so that a	ay i	ers	on e	SAE	1 20	96	th	0.00
W	bich offers the greatest attra The Through Tickets ma	ction, and travel by Express or Ordinary Train, as he thinks pr y afford some convenience to a traveller going direct to his	desi	ina	tion	: 1	but	ta	ре	racel
P	aking a rambling or discur	y afford some convenience to a travellor going direct to his sive tour on the Continent, "fancy led," they are an inconve- e prescribed Route; for a Tourist once in possession of such a be his guide, as it obliges the traveller to follow the route it indi	alen Hek	ce,	86	the	y p	100	lad	e th
E.	ket, and not his will, must	be his guide, as it obliges the traveller to follow the route it indi	oate	4.				_		
Η-,	1	1	1		1			.1	i.	

Skeleton Through Routes from London to the Continent.

	Itiners	ry of Through Routes from London-Continued	
-	Prom	Approxim	Approx-
, A	LONDON	* The Homeward bound Traveller must reverse the Routes. 1 class. 2 class. 3	inate
42	Parma(Italy)	See No. 55, Routes to Milan	0 0 3 19 0
84	Pesth(Hungary)	Via Vienna, select from No. 77, Routes to; thence per rail, p. 142, to Pesth	5 0 3 12 0
85	Prague,(Austria)	Fia Cologne, select from No. 17, Routes to; Rail thence via Dresden or Berlin, see page 300	10 7 2 16 0
66	Rome(Italy)	a Via France, select from No. 61, Rtes. to Paris; Rl. to Marseilles, pp 44 & 46; Str. to Civita Venchia, p. 200; Rl. to Rome 10 18 0	12 10 4 0 0
	10 11	b Via France, select from No. 60, Houtes to Paris; Rail to Mar- selles p.p. 44 & 46; Dil. to Nice, Genoa, Pisa; Rail to	
	,, ,,	Florence; Diligence to Rome Fiorence; Diligence to Rome Fia France, select from No. 61, Routes to Paris; Rui to Macon, Amberten, Culoz, p. 44; St. Joan de Maurienne, p. 157; Dil. over Mount Couls to Susa; Rail to Turin, Genoa;	611 8 0 0
		Dil. over Monnt Couis to Susa; Rail to Turin, Genoa; 16 10 011 Steamer to Civita Vechia; Diligence to Rome	10 0 5 0 0
	"	Ganoa; Steamer to Civita Vechia; Bl. to Rome	6 5 5 0 0
	77 h	Steamer to Aucona, p. 210; Dil to Rome	15 9 6 0 0
67	Rotterdam(Holland)	a Stenmer direct from London, p. 198	1 0 0 18 0
65	Ahlze, The	a Via Cologna, select from No. 17, Routes to; ascend Rhine per Stoamer, p. 196; or by Rul to Bonn, Rennagon, Cobleutz. p. 89; Steamer to Bingen, Mayence, &c	0 30 9
	**	b Via Paris, select from No. 61, Routes to; then refer to Innerary under that place, p. 264, for Riss to Frankfort & the Rhine	0 28 0
	**	e Vu Routes to Rotterdam, No. v7; ascend the Rhine per Str., or per rail to Cologue	0 36 0
.69	Ruhrort(Rhine)	Via Aix-la-Chapelle, see No. 82, thence per rull, see page 85	· •••
70	Stettin (Prussia)	a Fig Cologne, select from No. 17, Ries, to ; see Hinerary, thence n. 300, for contes to Berlin: Luil thouce to Station n. 116 6 12 0 5	5 0 0 40 0
71	Stockholm(Sweden)	b Fig Rotterdam, No. 67; thence by Oberhausen to Stettin	0 0 2 10 0
72		m Fig Cologne, select from No. 17, Routes to 1 see Hinerary p. 300, for lite, to Boilin and p. 327 for lite to St. Petersburg 15 0 10,10	2 9 6 0 0
	79 gy	b yid nonternam, select from No. by, Routes to; Rail to Ober-	16 10 6 0 0
_	Stuttgardi(Wurtemb'rg)	Fia Frankfort. Select from No. 30 Rtes. to; thence eta Heidelberg p. 91 Bruschal, p. 94; Stuttgardt, p. 130	11 0 2 0 0
k	Tours(France)	Fia Pars, select from No. 61, Rtes. to; thence rail to Orleans and Tours, pp. 27 & 34	19 3 0 19 0
	Triesto(Hungary) Turin (Sardida)	Fig Psenna, select from No. 77, Rius. to; Rl. to Trieste, p. 144 12 11 7 8 As per Rics. to Florence No. 29. Farce about £2 less to Turin.	15 3 3 18 0
7	NOTE - Travellers or fa-	willing and qualited to owner Mount Coul- 6	age at Susa or
	osturine for 200 frs., sleepi	ag one night at Lauslebourg at the foot of the mountain on the Savoy side.	
	** ** ***	a Fig. Cologra, select from No. 17, Routes to; thence as per Itinerary of Routes from Cologne for Vienna, p. 320	9 3 0 74 0
Tarana.	" "	C Via Hamburg, Steamer direct from London, No. 35; Rail to	19 5 0 80 0
79	Venice(Lombardy)	a Fig France, select Com No. 61, Routes to Paris; thence as per	8 6 0 90 0
	39 940*********************	Innerary from Faria, p. 284, to Milan; III. to Venice, p. 167, II 9 5 6 b Für Scrizeriund, select from No. 7, to Bale; thence as per Itinerary from Hale to Milan, p. 344; III. to Venice, p. 264	3 6 3 19 0
	99	e Fia Trieste, see No. 75; Steamer to Versice	7 11 4 12 0
	Warsaw (Poland)	Secondary p 199; to Warrant a 190	11 0 2 0 0
	Darich(Switzerland)		16 8 0 18 0
ale con	and and	Tis Bale, select from No. 7, Routes to; Dil, to Zurich, p. 216 6 7 9	14 5 2 2 0

Part II. J GENERAL TABLE OF SKELETON THROUGH ROUTES [Part II.] From LONDON to the principal Baths and Watering Places on the Continent. Indicating the most direct Routes to each place, the Pares, the means of Conveyance.

Indicating the most direct Routes to each place, the Fares, the means of Conveyance, the time on the Journey, and describing the properties and qualities of the Mineral Waters.

	Mineral Waters.										_
	ABBREVIATIONS :-	Rl. rail; Str. steamer; Dil. diligence; Rtos. routes; Sta. tation	_					_	_		
No.	* From LONDON 10	• The Homeward bound Traveller must reverse the Routes.		F	are	38.	ians	_![im	proz	١
82	Aix-la-Chap. (Prussia)	Hot sulphureous springs, and sources of saline and chalybeate waters; the first for curing diseases of the skin, rheuma- tism, gout, &c. the second for caring disorders of the digestive organs.	£	8, (d.	£	3. (ì	D.	H. H	
		Rtcs., select from No. 17, Rtcs. to Cologne; deducting two hours less time (7s. 6d. from lat cl., and 5s. 6d. from 2nd cl.) will give the time and fares to Air-la-Chapelle by the Rtcs.								17 8	
88	Alx, in France (Provence)	through Belgium Warm, mineral waters of no repute. Rte. select from No. Gl, Rtes. to Paris; Rl. to Marseilles, pp.	•	۰	1	•	•	1	٠	., .	
84	Alx-les-Bains(Savoy)	41, 46; Rognac Sta.; Rail to Aix, p. 46. Mineral springs, warm and sulphureous, reputed good for	6	17	0	ı	4	٥	0	۲ س	۰
	s9 99	correcting derangement of the digestive organs. Rtc. select from No. 61, Rtcs. to Paris; Rl. thence to Macon, p. 44; Rail to Amberieu and Culoz, p. 50, thence per Rail to Aix, p. 157		16	6	4		3	0	36	
85	Alexandershad (Prussia.)	Saline waters, impregnated with carbonic acid gas; tonic and strengthening; taken after the water of Carlishad. Rtc. select from No. 30, Rtcs. to Frankfort; RL thence to Bam-									-
_		berg, p. 132; to Neueumarkt, p. 133; Rl. to Bayrouth, p. 134	6	16	0	4	17	0	2		0
86	Baden-Baden(Duchy of.)	Hot springs of saline-chalybeate waters, efficacious in curing disorders of the digestive organs. Most fashionable and delightful of German watering places.	1								
	•	a Ries, select from No. 17, Ries, to Cologne; then as per Itiner- ary under that place, p. 300, of the Ries, to Baden-Baden. b Ries, select from No. 61, Ries, to Paris, then as per Itin-	4	19	0	8	9	11		26	•
	"	b Ries. select from No. 61, Ries. to Paris, then as per Itin- erary under that place, page 264, of Rie. to Baden, via	1		- 1			1			
87	Baden(Breegau)	Strashourg	5		1		0	4	1	14	•
	Buden(Ausiria)	Rtes. select from No. 7, Rtes. to Bale; Rl. to Baden, page 94	6	4	3	5	12	3	2	•	•
	"	Rtes. select from No. 77, Rtes. to Vienna; RL thence to Baden	١.		5		10			12	
89	Bad Ocynhausen (Frussia)	station, p. 144. Hot springs of Saline waters containing carbonic acid, carbonate of lime, &c. efflections in ouring stiff joints, crippled limbs from gout or rheumatizm; also disorders of the digestive organs, and possessing other valuable medicinal properties.		•	Ĭ		••				-
90	Bagnerres de Bigor- res(Pyrenuecs)	Ries, select from No. 19 Rics, to Cologne, thence per Rail Warm springs, saline, sulphureous and chalybeate, aperient and tonic. The waters of the Salut are most efficacious in rheumatism, gout. &c.		*	0	*	11	0	G	30	•
	" "	Rits select from No. 61, Ries, to Paris; Rl. to Bordeaux and Bayonne, pp. 34 & 39; D.I. to Pau, Tarbes and Bagnerre de Bigorres	ıl.	1	6		5	5	١.		
91	Chon (Pyrennecs)	'I The waters are sulphin cous saling, and formpinous: cood	1							,	
	, , , , , , , , , , , , , , , , , , ,	Rto. select from No. 90, same as to Bigorres only adding Dil, to Pau and Bagnerres de Luchon (instead of Bigorres)		3	0	5	9	0	,	0	0
1	Bierritz (Near Bayonne) Druckenau (Near Kissengen.)	Delightful sea-bathing. Rtes. see No. 9, Rtes. to Bavonne; Dil. to Biarritz. (in 1 hour Purest chalybeate waters: tonic and strengthening offect or weak stomachs; waters full of carbonic add, sparkle like	1	0	0	4	15	0	0	31	0
	St.	champagne; delicious for baths. Select from No. 30, Rtes. to Frankfort; Ri, thence to Gemunden Sta. p. 132; Dil. thence to Kissengen and Bruckenau		15	0	4	5	0	2	•	
9	Campatadt(Wurtemburg)	Mineral springs, containing carbonic acid, sulphur, saits and iron; efficacious for curing disorders of the digestive organs	-		_			-	Γ		-
j'	, ,	Rie. select from No. 30, Ress. to Frankfort; Ri. thence vis Bruschal and Stuttgard to Camusadt Sta. p. 94 & 130	. 6	8	5	4	10	6	2	0	1

Skeleton Through Routes from London to the youtheart

	* Tringre	ry of Through Routes from London—Con	in	uec	ī.			-,			7
<u> </u>		9 01 1 11 0 18	Ä	pp	101	lm	No	IL	App	TOX	:
	* From LONDON to	The Homeward bound Traveller must reverse the Routes.		las		3 0	a d	:	Ti.	ate ne.	_
95	Carlsbad(Bohemia)	The most aristocratic watering place in Europe. Hot springs containing sulphate of soda, and carbonate of soda, &c. efficacions in curing chronic complaints of the liver and	~	•		~				-,	•
	Sandanada (Buranyara)	kilineys, and many other diseases. Ries select from No. 17, Ries. to Cologne; thence per rail to Hamm, p. 86; Cassel, 99, Eisenach, 120; Coburg, 116; Hof, 132; Jill. thonce to Carlshad Sulphur springs, useful in choosic complaints, the carly stage	7	1	8	5	5 1	0	2	o (0
-	Cauterets (Pyronuces)	of consumption, rheumatism, asthma, indigestion, diseases of the skin and noives. Rie, see No, 113, Rie, to Pau; Dil, thence by Lourdes to Cau-	_	••					_		
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	terets		10	_"	-	3	4	-	6	-
97	Eaux-Bonnes (Pyrenecs)	Hot sulphur springs, beneficial in chronic affectious, inter- mittent fovers, skin discases, carl consumption. Rie Selet from No. 113, Routes to l'au; thence per Dil to	7		0		0		2	4	
96	Eaux-Chaudes(Pyreauces)	Eaux Romes, 26 miles Eaux Romes, 26 miles paralysis, and derangement of the viscera. Romes Select from No. 113, Ries to Pau; thence per Dil. to				_	-		-	-	
20	Emas(Near Coblentz)	Eaux Bonnes and Eaux Chaudes Warm springs of water, containing culbonic acid, carbonate of lime, &c., beneficial in affections of the chest, and pe- cullarly efficacions in female complaints.	7	6	0	8	4	٥	2	•	•
		Rte, Select from No. 17, Rtes, to Cologno; see Itinerary thence, p 300, for Rte, to Lahinston; Rali to Ems	3	10	_1	3	11	6	0 8	30	0
100	Gals(Switsorland)	Mineral spirings, much frequented in summer for its Molken- kur, or whey cure, the milk being drunk warm from the sow, and found beneficial in cases of weak digestion and diseased large. Ries select from No. 7, Ries to Baie; Rail to Zurich, p. 151;		2				,		•	
10	Heinreichsbad (Nr. St. Gall, Switzerland.)	RI. to St. Gall p 155, 154; Dil. to Gais Waters at ongly impregnated with from and carbonic gas beneficial in diseases of the chest. There is also a whey cure				·	19	-		<u> </u>	-
10:	# ####################################	Route, a lect from No. 7, Routes to Baie; Rl. to Zurich; Ral to St. Gail p. 155, 154; diligence thence to Heinruchsbad Minerel springs—saline and forruginous, and possessing valu- able medicinal properties—highly bounfalal in restoring the	10	4	0	٠	14	0	3	•	•
		tone of the digestive organs. Route, select from No. 30, Routes to Frankfort; thence per dil. every hour (in one hr.) to Homburg; or by sail, p 92		16	9	,	14 1		0 5	17	
io	Eschi(Near Vienna)	Saline vapour baths—sulphurous springs—beneficial in dis- eases of the clast. Delightful and fashionable watering place.	-					٦			١
ίο	Kissingen(Bavaria)	Route, select from No. 73, routes to Vienna; dil. to Ischi		11		8	10	-	8	•	
		acidulouses and failing, cooling and diuratic. Both highly beneficial in during disorders of the digestic organs. Boute, select from No. 30, routes to Frankfort, Bl. to Galley.					11			_	
10	Kreuti (Bavaris)	mundan Sta. p. 133; Dil. thence to Kissengon Celebratod for its sulphurcens and mineral waters, vapon and douch baths, roats' whey and medicinal herbs. De highfully shussel for leatth-restoring welks. Route, select from Ro. 30, routes to Frankfort: thence pe		•	•		••		ľ	٠	•
	S Leuk (Switzeraud	Route, select from No. 30, routes to Frankfort: thence perall to Munich, pp. 132 & 133; Dil to Kreub, p. 234	.) •			5	10	0	3	12	•
		many chronic complaints. Pationts of both sexes bathe to gether. Curious speciacle.	-								
ķ	7 Empcs	Route, selectivan No. 7, routes to Basic; Rl. to Berne, pp. 16 à 149; Dil. to Thun, interinchen and Leuk	4	, (•	9	*	0	3	13	0
	,	p 168; Kl. to Luces, p. 169	, ,,,,		0 1		•	0	3	•	0
	o brately artemptife	diseases of the chest, but too relaxing for persons in healt	Ы								-
Š	Marien ad(Behomis	more carboric acid, excellent in bilious complaints C.		8 1:	7	6 21	10	8	8	12	•
		baths of great efficacy in local disease of the joints, &c.	1					٠.,	L		

Skeleton Through Routes from London to the Continent.

	Itinera	ry of Through Routes from London—Com	in	uro	i,					
1	* From		Ā	pp	roz	im	sto	11.0	inn	tox-
×	LONDON	* The Homeward bound Traveller must reverse the Routes.	10	las	ar	3 c	R. 24.	∥.	Tin	160 18.
110	Martenbad-continued.	Route, select from No. 95, routes to Carlabad; thence per		5.	- (s. d	li		L M.
111	Monfpellier(France)	diligence to Marlenbad, 23½ English miles	7	2	٩	5	7 (1	3 (6 0
		suitable to patients suffering from diseases of the chest.								
		Route, select from No. 61, routes to Paris; rail thence, pages 44 &46, to Tarascon Sta.; rail thence to Montpellier, page 48	6	17	8	5	0 9		0 4	0_0
112	Nice(#avoy)	At the foot of the Alps, finely situated on the shore of the Mo- diterranem; mild, beautiful climate, exquisite scenery, fine sea bathing.								
	" "	a Route, select from No. 61, routes to Paris; thence per rail to	8	2	0	5 1	18 :	3	3 (8 0
•	,	Marseilles, pp. 44 & 46; steamer to Nice, page 201 b Route, select from No. 61, routes to Paris; thence per rail to Marseilles, pp. 44 & 46; dil. to Draguignan and Nice, see		۰			6 :		• 1	7 0
113	Pau (Near Bay.mne)	page 233 Soft and beautiful climate for winter residence. Within view	<u>-</u>		7	-		1	===	
		of the lyreunces, best head-quarters for visiters intending to explore them. Route, select from No. 9, routes to Bayonne Dax sta;						1		2
114	** Pfeffers(Switzerand)	thence per diligence to l'au	6	15	o!	5	10	0	1 1	4 0
	, search into interest	cial in stomachie debility; when bathed in efficacious in eming rheumatism, chronie diseases, &c. An expandinary place.								
	" .	Route, select from No. 7 to Rasle; Dil. to Zurich; steamer to Ragatz; thence per diligence to Pfeffers	6	15	10	6	•	,	0 4	
115	Pierrefonds	Small picturesque village. Sulphureous mineral waters, be-	1		1	-		I		
1	(Near Compeigne;	neficial in disease of the lungs. Route, select from No. 61, routes to Paris Crell Sta.; rail		••		_				
110	Pyrmont(Westphalia)	to Compoigne, p. 16; dil to Pierrefonds		12	0	2	15	۱	0 1	7 (
		toule and aperient, curative of disorders of the digestive or-								
;	"	Route, select from No. 17, routes to Cologne; thence per rai to Herford, page 86; diligence to P; rmont		19	9	3	10	0	0 :	10
Î17	Schintznach (3 miles from Brugg)	The most frequented baths in Switzerland. The water con- tains sulphure red hydrogen, &c., and is beneficial in chronic scrofula, various female disorders, diseases of the joints &c.	-				_	-		
		Route, select from No. 7, routes to Pâle; Dil. via Zurich and Brugg to Schintzuach		5	7	4	12		2	
116	Schlangenbad (Brunnen of Nascau)	Situated within a few miles of some of the most beautifu seemery of the Rhine. The Baths possess celebrated cosmetic proporties in high repute. "Dans ces bains on deview amoureux de sol-mome."		•					-	•
		Route, select from No. 17. routes to Cologne; see Rinerary p. 30), for Rto. to Wiesbaden; Dil. to Schlangenbad	1	10	0	3	3	0	0 :	BO (
119	Schwalbach (The Rhine)	i contain it m and carbonic cold and are bracing and	ıł.							
1	-	strer thoning in a high degree. Route, select from No. 17, routes to Cologne; thence as per Jtinerary under that place, p. 300, for routes to Wiesbaden	١.	_			_			
130	Spa(Belgium	thence bet mukenee to ocumanouch	٠!	6		•	•	-	0	50
		Route, select from No. 11, Routes to Brussels; then refer to	×		_	١.	••			_
137	Stachelberg (Switz Ind	efficacions—more used for drinking than buthing	4	13	. 3	'	19	5	0	20
1:	**	Route, select from Nc. 7, to Basle; Rl to Zurich, page 151			0	5		0	,	
135	St. Gervals(Savoy	A little fuiry spot in a beautiful valley." Hot mineral waters; "combining the heat of Bath with the qualities of Harrogate," containing from and aulphur.	4							
1		Route, select from No. 31, Routes to Geneva; thence per dil.	. 7				1	0,		19
134	St. Sauveur(Pyronness	and falls, and 2500 feet above the sea. These waters ar	el .							
:		milder than those of Bareges, and the situation infinitely more agreeable. They are much used by ladies for speame	4					I		
	<u> </u>	die, nervous, and other complaints. Routs, select from No. 113, routes to Pau; thence by dil	.] e			6	10	o,	1	12'

		through M						=			
	Itinera	ry of Throug	rh Rout	es from	London-Con	linu	ied.	-1			
No.	* From LONDON	* The Homewar	d bound Tra	voller must r	everse the Routes.	1	Ppro Fa	res.	### ###	App. ime The	110 ue.
124		Hot springs of al	kalo-saline	waters; alme	est exclusively used	-	a. d.	£	s. d.	ь. п	L M.
		for baths; tak	en exceedin from gout	gly hot; curar	itiva of still joints	1					
	" "	139	***************************************		s in France; miner	1.	7 0	6	0 0	3	0 0
123	Vichy(France)	al springs, aci	dulo ns and the liver and	alkaline; ef	icaciona in chrone zana discases of the	:					
	,, ,,				is; Rail via Orican	-1	15 6	3	11 9	3	4 0
120	Warmbrum(Prusia)	and rheumatic	sm. I'ublic al for makin	Baths, comm g excursions	; beneficial in gou on to bathers of both among the Riesen	1					
	, ,	Route, see No. 8	, Route to I	urim; thence	per Rall to Breslau		10 (١.	10 0		4 0
127	Weissbad (Switserland)	p. 121; Rail to Mineral springs Route, select fro	. Cure of wa	at's wher		7	20 4			1	
12	Wiesbade.	i and Webbad		**************		. 0	16	5	0 (2	10 0
	,,	neficial in ent	aneous dises	ses, stiffness	mated with iron; be of joints, &c. rence per Steamer i	1					
l	" "	Bleberich; Ru	til to Wisha	Icn, p. 90	inerary thence p 20	4	4	0 3	0 (0	30 0
120	(Near Stuttgards)	for Routes to Hot springs; b	Frankfort: enchcial for	Rall to Wiest rheumatism	or gout, diseases o	6	0	0 4	7	0	40 0
	,,,	the joints, &c	., and also fo m No. 30, Re	or diseases of outes to Frank	the skiu ifort : thence per Ra	ս		1			
		to Stuttgart, 1	p. 94 and 13	0; Diligence	to Wildhad, p. 239.	- 5	13	9 4	15	12	12 0
13	laudsca	ail to Prague. Dot pes; Hochstein pro	scha Sta. fo montory; F	r the Bastel- Cuhstall, view	-splendid view ; ca	rring	to to	d to	Hcha	ndat	8. 1, Ane
13	Tour through the I	PyrenneesRot	ite, see No.	107, Route	to Pau. 1st Excu	raio	n fro	m P	au to	Lo	urdes
	Pau to Bac	u sconery; to Bare;	ges, ang Enp 37 Eur. mile	iish miles. u: thonco to	Luchon by Torber	49 1	Po e	mila	. 1	2 	relous
	to the \ n Pau to Ole	al de Lys, Port de ron and the Val d'.	Vanesque, Aspe. Pau	and Val d'Ar to Eaux Bon	an. nes and Eaux Char	des,	26 E	ng. i	niles.	E	Lieur
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1	n (a) Routes, se b (b) Rtes, selo	dect from No. 30, 1 of from No. 7. Rou	Routes to F	rankfort; the thence to Lu	onz, Bregenz. nce per Rail to Mut idau or Bregonz : I	ich:	; Dil.	to I	nnsb	uck.	
13	by Hail; Pesth, down t Odessa to the Crimea a	The following is	in execulent	trip. London	to Vienna (see Ron	tes :	73, p.	9);	Vieni	s to	Pesti
	N.B -TI e road bot	ween Trieste and V	ienna shoul	d be seen, for	Styria is as beautifu	l as	any 1	art	of Bu	rera	. Th
1 -	Marseilles; Marseilles	to Paris and Londo	77.	mon, vieiting	the principal towns						
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FRENCH LINES.

Paris time, which is $9\frac{1}{4}$ minutes before London time, is kept on all the French Railways. English money is received at the station at Boulogne.

Fassengers should be at the Stations 5 minutes before the hour of departure. Luggare should be brought at least 15 minutes before the departure of the trains, and it must be legibly directed. Each passenger is allowed 65lbs. of luggage; all above this weight is charged for. directed.

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Extra Trains.—From Mantes to Paris, at 45 pm, and on Fundays and Fetez, at 8.20 p.m.; also from Polisy b Paris, on Thursdays, at 4.0 and 5.0 p.m.; and on Week days only, at 8.10 a.m.

CONTEYANCE OF CARRIAGES.—From Dieppe to Paris, 4-wheel carriages, 135 fr. 40c.; 2-wheel, 118 fr. From Rouge to Paris, 4-wheel, 89 ft. 15 c.; 2-wheel 68 ft. 5 c.

Remarks.--Luggack.--30 kilogrammes, (60 lbs.) are allowed free of charge.

Distances of the various Paris Railway Stations from the Rouen, Havre and Dieppe Line.

NORTHERN RAILWAY, 24, Plac. Rouleds, 11 mile. STRASBOURG RAILWAY, Boulevard de Strasbourg, 14 miles. Livuss Avi. Marsilles, Boulevard Mazza, 3 miles. Orleans Railway, Boulevard de l'Hôpital, 35 miles. REANA, ARGENTAN and LE MANS RAILWAY, Boulevard de Mont Parasses, 35 miles.

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PARIS, MANTES, ROUEN, DIEPPE, BEUZEVILLE, FECAMP, and HAVRE... Chemin do Fer de l'Ouest.

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^{*} Stops to act down passengers only.

h Runs on Week Days only.

Additional Frains.—From Paris to Mantes, 12.15 a.m., 1 25 and 5 p.m.; from Paris to Poissy, on Thursdays, at 7.10 and 9 a.m.; on Week Days only, at 5.25 p.m.

Third Class Tickets are d.livered at Paris for this Train at the following Reduced Fares—Paris to Rouen, 7fr. 50a.;
Paris to Havre, 12fr. This Train also takes Third Class Passengers to Maisons and Polssy.

Remarks.—Ludgage—30 kilogrammes (60 lbs.) are allowed free of charge.

^{† 1, 2, 3} class.

^{1 1} and 2 class.

PARIS TO MA	NTES, EVREUK, EUK, AND CHERI	LISTEUX,	PONT	L'EVÉQU	E, CA	EN.
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# TERRAND, AND BRIOUDE.—Chemin de for de Lyon par le Bourbonnais.

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101	10 95	10 19	1 40	Le Guetin (pp. 28, 33) arr.	3 28		11 40	4 27	:::	:::	:::	***	
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	34 60			Saint Plerre	4 10		12 30	5 6					
197	85 60	26 70	19 60	Saint Imbert		9 6	12 48		6 43				
	86 60			Villencuve-sur-Allier		9 22	1 4	•••	6 59				
913	38 20	28 65	21 0	Moulins-sur-Allier				5 48					
			21 85						7 45		••• ]		
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			22 75	Varennes-sur-Allier	5 41	10 35			8 12		•••	•••	****
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1	l		1 .	S- C		a.m.	p.m.		p.m.	1			1
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1	200	beRe	300	LYONSarr			10 5		11 0 4 85		•••	104	
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1988	46 70	35	5 25 70	Algueperse		12 20			9 53				I ::: I
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Aust.											-		

### LE GUETIN TO NEVERS .- Chemin de fer de Lyon.

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6	P	ares			Trains.										
É	lat	\$nd	3rd	Stations.		1,2,3					1,2,3	1,2,8			
A74	class	class	class		class	CLESS	class	class	class	Ex.	class	class			
ď,	tr. c.	tr. L	fr. c.	-		p.m.		a.m.	p.m.	6.m.	8-10	p.m.			
*				Paris (page 27)dep.	8 25	11 40	***	484	,,,,	9 80	7 0	•••			
4.				LE GUETIN ATT.						4 27	5 42	***			
£.				V a Character .	a.m.	a.m.	a.m.	a.m.	p. m.	p.m.	b.m.	p.m.			
d	124 40	26 57 CE 50	10 60	Le Guetindep.	3 43	8 30	7 40	70 00	TA 20	4 48	U 0	8,35			
48	MO OA	20. 00	1a on	- 13 CAGLED		0.00	IV 9	17 10	12.00	) 0 0	0.20	B-00			

^{*} Remarks.-Lucoace.-30 kilogrammes =65 lbs. allowed free.

# REIOUDE TO CLERMONT-FERRAND, RIOM, ST. GERMAIN-DES. FOSSES AND LE GUETIN.—Chemin de fer de Lyon par le Bourbonnais.

-	F	ares	i. 1				~	T	rain	8.		[2	7-6
King. Miles	lst	2nd	3rd	Stations.	1,3,3	1,2, 8				1, 2, 3			
四日	class	class	class		class	class	class	class	class	-	class	class	
Dis.	fr. c.	fr. c.	fr. c.		a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	pm.	
-		_		Brioudedep.	***	5 0	•••	***	•••	12 45	•••	6 25	949
. 6	1 25	0 90	0 70 1 5	Arvant	***	5 19 5 32	*** .	•••	941	1 17	***	6 44	
10	1 90	1 85	1 35	Brassac	***	5 43	***		***	1 28	•••	7 8	***
16	2 90	2 20	1 60	Le Breuil	***	5 58	a.m.	***		1 38		7 18	
214		2 95	2 15	Issoire		6 13	7 55			1 58	,,,	7 36	***
28	間5 15	3 85	2 85	Condes		6 32	8 14			2 19	•••	7 55	***
	15 80	4 35	3 20	Vie-le-Comte	•••	6 45	8 27	•••	•••	2 33	•••	8 8	•••
84		4 70		Les Martres-Voyre	***	6 53		•••	***	2 40	***	8 16 8 96	100,
37 39		5 5 5 80	3 70 3 90	Le Cendre		7 9	8 46	••	•••	2 56	•••	8 82	***
43		5 90		Clermont-Ferrand arr.	a.m.	7 23		noon	•••	3 10	D.ID.	8 45	13.9 .
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	18 20 14 55			Monteignet	8 17		10 51	•••	•••	5 11	8 26	***	•••
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	-		-000				-	a.m.	-	a.m.	0.		
H	1	Ĭ	1	Lyonsdep.		a.m.	Stop		10 35	10 85	Stop		***
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II				St. Germain-des-Fosses ar.	***	9 84	•••	1 5	5 50	5 27	•••	***	
1					a.m.	a.m.		p.m.		p.m.			
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88	16 55	11 95	8 75 9 10	Crecby Varennes-sur-Allier		10 11		1 44	6 53		•••		
	17 85			Nauterive	***	10 25		1 59					
	18 25			Bessay		10 35		2 10	7 10	6 37	***	***	***
109	19 80	14 90	10 90	Moulins-sur-Allier	9 32	10 58		2 35	7 49		•••	,	***
117	21 25	15 95	11 70	Villeneuve-sur-Allier		11 17	•••	2 56	8 10		***	•••	•••
				Saint Imbert	.::.	11 82	•••	8 10 8 29	8 26 8 45		•••	***	
	23 40			Saint Pierre	10 12	11 48	•••	3 42			***	**	960
	24 15 25 50			Le Guetinarr.	10 35		•••	4 6	9 15		***	***	149
1	20 130	.7 10			_	p.m.		pm.	-	D.m.			
II	l !			Le Guetin (pages 29,32) dep.		12 30	S	4 10					
ŀ	44 65	83 50	24 60	OBLEANS (PAGE 89) AFT.	1 55		***	9 54			***	***	4
320	44 65 57 90	43 45	31 85	Paris (page \$7),	5 11		•••		7 48		.,.	***	118

### NEVERS TO LE GUETIN.—Chemin de fer de Lyon.

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	11. 6.	PER C.		<b>Meyers</b> dep.	8 0	7 40		10.20	11 25	¥ 85	6 15				
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<b></b>	***	10000-	. 200	La Gurtis			9 40	a.m.	p.m. 12.80			8 80			
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#### STRASBURG, COLMAR, MULHOUSE, THANN, AND BALE.— Chemin de for de l'Est. 1 fare.—Travelling Carriages, 4-wheeled, from lately by the traveller. Bornes changed 15 cents ft. 30 cts., according to distance.—Dogs charged Strasburg and Ballwest. Trares. Stations. 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1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 1.2.3 | 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#### WEISSENBURG, HAGUENAU, and STRASBURG.—Chemin de fer de l'Est.

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The franc is equal to 100 contimes, or 91d.

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BEL	GIA	N LINES.	

IRLGIAN LINES.

Ch.-ringes.—Carriages of 2 wheels are charged 8 frs. from Quievrain to Mons, and 32 frs. to Brussels; those of 4 wheels, 12 frs. from Quievrain to Mons, and 48 frs. to Brussels; and of 2 wheels, 14 frs. from Mouseron to Brussels. Bogs.—Dogs are charged at the rate of 3rd class fare. Private Barriages.—Persons travelling in private carriages pay 3rd class fare, in addition to the charge for the carriage.

## SECTION III.—DUTCH RAILWAYS.

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### REGULATIONS

ON

## BELGIAN RAILWAYS.

TRAVELLERS should be at the Station not less than ten minutes before the hour of departure, and are requested to provide themselves with the exact amount of their fare, in order to avoid all changing of money, and to facilitate the distribution of tickets.

It is forbidden to lean out of the windows of the carriage, or to leave the train before it has come to a stand.

SMORING is prohibited in the Waiting Rooms, and in the 1st and 2nd Class Carriages, except in the compartments specially reserved for Smokers.

It is forbidded to take into the Carriage a oaded weapon, or any other artissuch a nature as to incommode the cuties passengers. It is also furblidden to open the windows of the Carriage on the side from whence the wind blows, unless by connent of the other passengers.

CHILDREN above 3 years of age, and under 8, pay half fare, those under 3 free. Children above 3 years of age, who are going direct from Belgium to another country, pay full fare.

DOGS are placed in the baggage waggon, and are charged 3rd class fare.

LUGGAGE should be at the Station a quarter of an hour before the departure of the Train. Luggage may be insured by paying a rate of 10 centimes per 100 francs. It is particularly recommended to crass all old direction labels, and to have the address written very legible. Passengers cannot take anything into the carriage with them that weights more than 28 kilogrammes (33 lbs.), and only then, provided it will go under the seat without inconveniencing the other Passengers.

All luggage destined to cross the frontier must, without exception, be deposited at the station of departure, in order that it may be noted and placed in the Custom House Van. This regulation includes Hat Boxes, Dressing Cases, &c., all Luggages, kept in the carriage until arrival at the frontier station, is there re-directed and forwarded to its destination, after the departure of the train, as goods, and must be paid for accordingly.

# Belgian Railways.

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Lizes (page 79).  Namur dep. Floreffe Moustier   Auvela's   Tamines   Farciennes   Charlesoi arr   Gep.   Roux   Gosselles   Luttre   Cony-lez-Piéton     Manage June, (p. 76)   Ecanssines     Br. 1e Comte arr   Tubize     Lembeeq   Hal.	29 9 9 Extra Train from Namur 121.1	1,2,3 8, in. 0 6 6 10 6 6 20 6 6 30 6 6 50 7 10 7 7 20 7 7 35 7 7 45 7 7 8 10 8 35 8 35 9 0	1,2,3 8, m., 8 55, 9 20 9 38, 10 0 10 5 10 30 11 5 11 20	1 & 2! p.m. 2 10 2 2 45 3 3 3 115 3 20 3 25 4 10 4 30 4 50	1,2,3 p.m. 05 100 5 5 100 5 5 5 5 5 5 5 5 5 5 5 5	1,2,3 p.m. 8 45 9 0 9 10 9 25 9 30 9 40 1015 \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	RP, CC	Fares. Stations Tra	elass, class. class. Bursuris (page:70)	fr. c fr. c fr. c Antwerp (page 71; a.10, a.	no 0 40 0 25 View-Diendep. 7 011	0 0 70 0 45 Contich 7 15 11	50 1 10 0 70 Lierre 7 25 12 30 1 75 1 10 Nelen	2 20 1 40 Bonwel 7 55 12	0 3 10 1 95 Lichtment 8 25 1	2 for Thielen 8 30 1
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Lizze (page 79).  Namur dep. Floreffe Moustier dep. Auvela's Tramines Farciennes Charles dep. Exarciennes Charles dep. Marchiennes Boux Gosselles Luttre Font-à-Celles Gony-lez-Piéton Manage June, (p. 76) Exanssines Ext. le Comte ar Tubize	2.2.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.3.4 (2.	1,2,3 a. m. 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1,2,3 8, m 8 55 9 5 9 20 9 35 10 10 0 10 5 10 30 11 5 11 20 11 40	1 & 2: 7 p.m	1,2,3 p.m. 0 5 100 5 200 5 5 35 5 5 45 6 100 6 15 6 6 20 6 6 35 6 6 6 45 7 7 7 8 8 8 15	1,2,3 p.m. 3 45 9 0 9 25 9 30 9 40 9 40 5 Stop	ANTWERP, CO	Hares. Stations Tra	Per class class. BRUSELS (page:70)	Dis fr. c fr. c fr. c Antwerp (page 71; a.m. a.	34. 0 at 0 40 0 95 View. Dien	6 1 0 0 70 0 45 Contich 7 15.11	114 1 50 1 10 0 70 Lierre 7 25 12	20 2 90 2 20 1 40 Bouwel 7 55 12	261 4 0 3 10 1 95 Lichtment 8 25 1	2 for Thielen 8 30 1

ations.—Trains Not. 2, 2, and 5, correspond, and change carriages et ringos.—Correspondence at Concessor Mons and Quisvrain, see page 54. Trains No. 2, 3, and 5, tich for Antwerp; Ghent, Liogé, 19 Drains No. 200 and 5, tich for Antwerp; Ghent, Liogé, 19 Trains No. 2, 3, and 5, tich for Antwerp; Ghent, Liogé, 19 Lé 2 Class from Charleson.

1. 2, 3 Class from Charleson.

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Cologne to Colomets, see page 389.

† let Class from Verviers.

# Stops on Mendays and Thursdays.

Additional Treates.—From Popluster to Sps. on Sundays only, at 9,15 and 14,16 a.m.

**Bervatians.—Travellos.—From Popluster to Sps. on Sundays only, at 9,15 and 14,16 a.m.

**Bervatians.—Travellos. chauge-certages at Verviers for Ak-la-Chapelle and Cologne.

**Best of the Stops of State of Cologne.

**Best of Sps. verviers. Ak-la-Chapelle, and Cologne, issue teleste for Presengers and book Lagrage by.

**Best of Sps. verviers. Ak-la-Chapelle, and Cologne, issue teleste for Presengers and book Lagrage by.

**The Page by the Night Trains are interessed.

**Best of Sps. kepress. 146. 30a., and 106. 30a.; Ordinary, 116. 50a., 86. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a., 46. 50a

COLOGNE, AIX-LA-CHAPELLE, VERVIERS, SPA, PEPINSTER, LIEGE, MALINES, AND BRUSSELS.

1	English Miles	Fares.					Ales Datuscas,	Daily Trains.								
of Belgian time.		lst class	ESS. Ind class	-	and Sad class	3rd	Stations.	l & ? class	2 1,2,3 class	3 1,2, 3 class	1 & 2 class	5 1 & 2 class	6 1,2, 3 wines	7 1,2,3 class	8 1,2, 3 class	-
advance	Dis			th.sg			Beelin (page 115)dep. Leipsic (page 105)dep. Hamburg (p. 106)dep. Hanover (page 107) dop. Coloune (page 97)ait.	7 0 9 15 2 45	=	a.m. 8 30 10 0  6 55 8 40	p m. 6 30 6 0 7 5 1 20 8 0		noon 12 0 12 0 2 0 10 25 9 50	p.ns.	p.m.  	od Charadayr.
nea. Rhenish time is ten minutes in BHENISH RAILWAY.	9 12 19 25 31 36 38 45 51 54 58		9 90	3 16 3 24	0 15 0 24 1 2 1 10 1 16 1 20 1 25 	0 16 0 21 0 26 1 0 1 2 1 8	Cologne (Trankgasse)dep. Königsdorf (Tunnel of 5304 fr. Horrent Buters Buters Langerwebe Eschwalter[Tunnel of 810 ft. Stolberg Alzles-Chap-File (p. 85) arr. Tunnel of 2313 feer] dep. Asienet Tunnels 1205 & 450 feet Herboetbal (Eupen). Dolhain Veryters (Rhenish time) arr. (Belgium time) ,	12 25 12 60 1 15 1 20 2 0 2 10	7 0 7 20 7 30 7 45 8 5 8 20 8 35 8 42 9 0 Stop	7 18 7 40 7 55 8 50	9  15 6 10 23 10 45 10 55 11 90 11 25 11 45 11 35	p m.	1.51. 1 20 1 30 1 45 2 5 9 20 9 35 9 42 3 0 3 15 3 40 4 15 4 30 4 10	5 30 5 45 6 5 6 35 6 48 7 10 7 30	8 30 8 45 9 5 9 20 9 35 9 42 10 0 Stop	und and Tourkay, see pages OR and its Class Regions. § Mondayn and
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Additional Trains.—From Spa to Pepingier, on Sundays only at 10 a.m., and 9 p.m.

Observations.—Nos. 1, 3, 4, 5, and 5, correspond at Liege for Ramer; Ros. 1, 3, 4, and 5, correspond at Malines for Termonde, Dendre Wase, and Chonic see pages 78 d 66. Nos. 1, 2, 4, 5, and 6, correspond at Malines for Antwerp.

Trains Ros. 2, 4, and 5, correspond at Landon for Hassett, see page 68. Nos. 1, 5, and 6, correspond at Brussels for the Qubiro of Wase line.

On entering Prussia passperts day see by the Prussian Embassics, must be presented to the Police. At the Air-la-Chaptelis Station.

The thaler (Prussian) is equal to 30 silbergroschen, or 3 shillings. The silbergroschen is equal to 12 pfennings. or 11.4.

### Belgian Railways.

### AIX-LA-CHAPELLE TO MASTRICHT AND LANDEN.--Aschen Mastricht Eisenbahn.

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Direct Tickets.—From Aix-la-Chepollo to Brussels, and vice errsz, Express, 16fr., & 12fr. 20c, 13fr. 95c, 9fr. 60a, and 6ft. 40a, Ordinary. To Mochlin, Ex. 14fr. 80c, and 1ff. 72c.; Ord. 1ff. 85c., 6fr. 70a, and 5fr. 30c. To Antwerp, Ex. 17fr. 30c., & 13fr.; Oct. 13fr. 85c., 10fr. 40c., and 4fr. 80c. 'O Ghent, Ex. 20fr. 50c., and 15fr. 50c.; Ord. 15fr. 45c., 12fr. 30c., and 6fr. 15c. To Brusse, Ex. 24fr., 50c., and 16fr. 70c.; Ord. 19fr. 95c., 15fr., 10c., and 9fr. 95c. To Ostend, Ex. 3fr. 10c., and 20fr. 50c.; Ord. 21fr. 50c., and 10fr. 50c., and 10fr. 50c.

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Observations.—All Trains change carriages at Monseron for Lille and stations beyond. Trains Nes. 4 and 7 secrement at Tournay to the line from Tournay to Obset. Trains 4 and 6, correspond at Ath for Lessines, Grammont, States, Alexander, Tournay and Lokeron. Bestless the three regular nestrices of Staum-boats are considered to the Control of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of Staum-boat services of

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^{. (}j.) For Standarsfrom Aniwerp to London, see page 188. From Antwerp to Hull, see page 188. For Tusing Agersep to County (via Pays de Wass), see page 18. (3) Mailnes to Liege, Verviers, and Cologne, see page 18. .

**Correspond at Contich for Lierre and Turnhout.**

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Observations.—For Steam Packets between Dover and Calais, see page 185. Trains Nos. 5, 7, and 10 are direct trains, from Mouseron to Brussels. Trains, Nos. 3, 5, 7 and 10, correspond at Jurbise, for Mons; 2, 5, 7, and 10, at Braine, for the whole Namur line; 3, 5 and 7, at Ath for the whole Dendre at Wass line; 2, 5 and 9, for Brussels by Ninore.

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## BRUSSELS AND COLOGNE,

## VIA NAMUR, LIEGE, AND AIX-LA-CHAPELLE. GREAT LUXEMBOURG.—Station, Quartier Leopold.

Passing by Namur and the charming scenery of the Meuse, the most beautiful part of Belgium.

[6889.

Travellers taking this Route can proceed from Namur to Liege by steamer, and thus enjoy a most delightful trip down the Meuse, the scenery being most beautiful and picturesque through the whole of this valley—i.e. the Khine in miniature. Steamers also run between Namur and Dinant, which is one of the sweetest spots on the Continent, and is admirably situated for equivalent on the Ardenney. For further particulars of this route see page 227 to 291.

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Note.—Passengers for Cologne change carriages at Namur and Verviers. Passengers leaving Cologne by this route, should book to Namur, and thence by Gr. Luxemburg Railway to Brussels.

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Paisangers leaving Paris by this route should book to Charlerol, and thence by Gt. Luxenburg Railway to Brussels.

Persons destroins of visiting the Abbry of Villars in Villa, can leave Brussels at 7.30 a.m., 1.0 & 6.45 p.m., and be back at Brussels by 11.50 a.m., 5.10 & 8.30 p.m.

## Belgian Railways.

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Dia	fr. c	fr. c	3 cl. ir. c 0 95 1 95 2 20 0 1 20 0 50 4 40 4 40 5	AMSTERDAM (page 81)  THE HAGDE (page 81)  THE HAGDE (page 81)  ANTERDAM (page 82)  ANNERM (page 82)  ANNERM (page 82)  THE HAGDE (page 82)  ANNERM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ROTTERDAM (page 82)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 81)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (page 82)  ANTERDAM (	a.m. a.m. 6 300 7 15 6 50 7 7 30 7 45 8 45 9 9 20 9 9 30 11 130	a.n 8 30. 9 15. 7 20 6 30 8 30. 10 0 a.m 10 15 11 40 12 45 1 15 1 255 1 15 1 255 2 20 2 25 2 340	8 0, 10 41 11 30, 10 35 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150, 11 150	P.m 11 33 2 20 12 30 11 25 20 2 30 11 25 20 2 30 11 25 20 5 5 30 5 40 6 0 6 10 6 40 6 40 7 7 20 7 7 20 7 7 30 8 45	Omnibus leaves Bergen-op-Zoom for Roosendaal • • •	P.m. 4 35 6 425 6 7 300 7 4 5 5 6 50 8 5 5 5 10 25	Notice.—In case of the instruption of the Navigation by i correspondence with the Trains leaving Antwerp at

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The Guilder (Dutch) is equal to 100 Cents, or 1s. 8d.

N.B.—On Sundays and Festival days all the trains stop at the intermediate stopping places, expet Hillegommerbeck, when it is desired. At stations marked thus a passengers are taken up, when there is room. The clocks are regulated according to that of the keyal Eace, at Amsterdam,

Through Tickets may be obtained for and Luggage forwarded direct on both the Hollandsche Ijzeren Spoorweg, and the Dutch Rhenish Rallway.

Booking Offices:—In Amsterdam, Rokin bij de Gapersteeg, No. 145; in Leiden, Op de Hoogstraaf, No. 5; in Hague, Noord-Einde bij de Plaats, No. 105; in Rotterdam, Op de Groote Markt, No. 64.

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Deutz to Cologue, by Omnibus, at 5 sgr. each—(24 sgr. for a child under 10 years), and 1 sgr. for every piece of luggage, list and 2nd class Through Passengers can have their luggage sent direct from Deutz to Hamm, Brenen, Brunswick, Berlin, &c., &c.

For Trains from Brussels, Liege, and Aix-la-Chapelle, to Cologue, &c., see pages 54 and 55.

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### [3] DORTMUND to SOEST and ELBERFELD, SCC page 93.

### [4] COLOGNE to AIX-LA-CHAPELLE, BRUSSELS, and OSTEND, see pages 67 and 68.

Remarks.—Luggage: 50 lbs. free; every 10 lbs. extra, 7 sgr. Four-wheeled carriage, 41 Prus. dolt 21 sgr.; two-wheeled carriage, 27 Pruss. doll. 24 sgr. 1st and 2nd class Through Passengers can have their luggage sent direct from Deutz to Duren, Eschweller, Aachen, Herbestal, Ghent, Paris, London, &c.

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inote	Strasburgs 6 rect Fore ht, 16 kr.; 9 Jan. and 7 0	Stat	rom Frankfort to Heli tgart, 8 ft., and 5 ft. 15 r.—10 lbs. over-freight ight, 37 kz.	kri	8 fl. 1 0 lbs. 1	8 km, A words	5 fl. 30	kr	10 lbs	over-		3	1 :	860		_
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## Rhine Railways.

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3 2	9	Fare	s.	Berlin (page 107).	Ī		Trai	hs.			RG ON RANKFOR omer, wel
E S				Berlin (page 107). Magdeburg (page 105). Brunswick (page 103).							OFRANKFORT, at 6.25 Summer, well-appoint was at each hour; the
English Wiles.	lat	2nd Class	3rd	Magdeburg (page 105). Brunswick (page 103). Hanover (page 101).	-	* 2	Trai	50s. †4	5	6	B Saga
Figures.	lst Class	2nd Class	3rd Class	Magneburg (page 105). Brunswick (page 103).		* 2		†4		6	D.M.B.C. regy to the Su town
	lst Class Sgr.	2nd	3rd	Magdeburg (page 105). BRUNSWICK (page 103). HANOVER (page 101). EISENACH (page 117). Casseldep	a.m.	a.m. 5 0	3 a.m. 8 20	†4 p.m. 12 10	p.m. 5 0	6	D.M.B.C. regy to the Su town
Dis.	lst Class Sgr.	2nd Class Sgr.	3rd Class Sgr. 21	MAGDEBUEG (page 105). BRUNSWICK (page 109). HANOVER (page 101). EISENACH (page 117). Cassel	a.m.	a.m. 5 0 5 5	3 a.m. 8 20 8 25	†4 p.m. 12 10 12 16	p.m. 5 0 5 6	6	HOMBE Rallway to the the Su either town
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Dis. 9	lst Class Sgr. 6 111 274	2nd Class Sgr. 4 71 181	3rd Class Sgr. 21 41 111	Magnesura (page 105). Brusswick (page 109). Hanover (page 101). Essenach (page 117). Cassel	st and 2nd w	a.m. 5 0 5 5 5 28	3 a.m. 8 20 8 25 8 50 9 9 9 20 9 36 9 48 10 15	p.m. 12 10 12 16 12 50 1 15 1 34 1 56 2 14 2 45	p.m. 5 0 5 6 5 30 5 50 6 30 6 34 6 58		AND HOMBS  TELSER Railway to  Br.—Duing the Su  Miles in either town  Miles town
Dis. 9 21 88 44	1st Class Sgr. 6 111 271 494 58	2nd Class Sgr. 4 71 183	3rd Class Sgr. 21 43  204 241	MAGDEBURG (PAGC 105). BRUNSWICK (PAGC 103). HANOVER (PAGC 101). EISEMACH (PAGC 117). Cassel	st and 2nd w	8.m. 5 0 5 5 5 28 5 54	3 a.m. 8 20 8 25 8 50 9 9 9 20 9 36 9 48 10 15 10 36	p.m. 12 10 12 16 12 50 1 15 1 34 1 56 2 14 2 45 3 12	p.m. 5 0 5 6 5 30 5 50 6 3 6 20 6 34 6 58 7 18		KFORT AND HOMBE to MAIN-WEISE Railway to Frankfort
Dis. 9 21 88 44 563	1st Class Sgr. 6 111 271 494 58 724	2nd Class Sgr. 4 71 181  33 381 486	3rd Class Sgr. 21 43  204 241 804	MAGDEBURG (Page 105). BRUNSWICK (Page 109). HANOVER (Page 101). EISENACH (Page 117).  Cassel	xpress, 1st and 2nd p	1.m. 5 0 5 5 5 28 5 54 6 32	3 a.m. 8 20 8 25 8 50 9 9 9 20 9 36 9 48 10 15 10 36 11 5	p.m. 12 10 12 16 12 50 1 15 1 34 1 56 2 14 2 45 3 12 3 48	p.m. 5 0 5 6 5 30 5 50 6 30 6 20 6 34 6 58 7 18 7 48		KFORT AND HOMBE to MAIN-WEISE Railway to Frankfort
Dis. 9 21 88 44	1st Class Sgr. 6 111 272 494 58 724 85	2nd Class Sgr. 4 71 183	3rd Class Sgr. 21 43  204 241	Magneburo (page 105). Brusswick (page 109). Hanover (page 101). Essenach (page 117). Cassel	Express, 1st and 2nd p	8.m. 5 0 5 5 5 28 5 54	3 a.m. 8 20 8 25 8 50 9 9 9 20 9 36 9 48 10 15 10 36 11 5	p.m. 12 10 12 16 12 50 1 15 1 34 1 56 2 14 2 45 3 12	p.m. 5 0 5 6 5 30 5 50 6 3 6 20 6 34 6 58 7 18	Through Trains, Passengers.	MANKFORT AND HOMBE with the Mare-Weiser Railway to from Frankfort—Duiling the So from the Post Office in either town the The Pass is Strentene and
Dis. 9 21 88 44 566 66	1st Class Sgr. 6 111 271  494 58 724 85	2nd Class Sgr. 4 71 181 33 381 486 361	3rd Class Sgr. 21 43  204 241 804	Magneburg (page 105).  Brunner (page 101).  Hanover (page 101).  Essenach (page 101).  Cassel	* Express, 1st and 2nd p	11.m. 5 0 5 8 5 28 5 54 6 32 7 6 7 28	3 a.m. 8 20 8 25 8 50 9 9 9 36 9 48 10 15 11 35 11 35 11 55	P.m. 12 10 12 16 12 50 1 15 1 34 1 56 2 14 2 45 3 12 3 48 4 25 5 5	P.M. 5 0 5 6 5 30 5 50 6 34 6 58 7 18 7 48 8 30 8 40	by Through Trains, with Passengers.	MANKFORT AND HOMBE with the Mare-Weiser Railway to from Frankfort—Duiling the So from the Post Office in either town the The Pass is Strentene and
Dis. 9 21  88 44 563 66	1st Class Sgr. 6 1113 271  494 58 724 85	2nd Class Sgr. 4 71 181 33 381 486 361	3rd Class Sgr. 24 43  204 244 804 354	MAGDEBURG (page 105).  BRUNSWICK (page 103).  HANOVER (page 101).  EISEMACH (page 117).  Cassel	G * Express, 1st and 2nd p	1.m. 5 0 5 5 5 28 5 54  6 32 7 6 7 28	3 a.m. 8 20 8 25 8 50 9 9 36 9 48 10 15 10 36 11 35 11 35 12 6 12 28	P.m. 12 10 12 16 12 50 1 34 1 56 2 14 2 45 3 12 3 48 4 24 5 5 5 5 30	p.m. 5 0 5 6 5 30 5 50 6 34 6 58 7 18 7 48 8 12 8 30	by Through Trains, with Passengers.	MANKFORT AND HOMBE with the Mare-Weiser Railway to from Frankfort—Duiling the So from the Post Office in either town the The Pass is Strentene and
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Dis. 9 21 38 44 56 66 66 84 102	1st Class Sgr. 6 111 274  494 58 724 85  109 From Kr. 28	2nd Class Sgr. 4 71 181 33 381 486 361 721 Butz 18	3rd Class Sgr. 24 43  204 244 304  454 bach. Kr.	MAGDEBURG (PAGG 105).  BRUNSWICK (PAGG 103).  HANOVER (PAGG 101).  EISEMACH (PAGG 117).  Cassel	Express 1st and 2nd w	1.m. 5 0 5 5 28 5 54 6 32 7 28 8 7 8 19 8 19 8 346 8 54	3 a.m. 8 20 8 25 8 50 9 9 36 9 48 10 15 11 35 11 35 12 6 12 28 12 46 1 20	†4 p.m. 12 10 12 16 12 50 1 15 1 34 1 36 2 14 2 45 3 12 3 48 4 24 4 50 5 50 5 55 6 15 6 32 6 7 6	P.M. 5 0 5 30 5 50 6 20 6 34 6 58 7 18 8 12 8 30 8 40 8 56 9 26 9 40	by Through Trains, with Passengers.	FRANKFORT AND HOMBE in connection with the MAIN-WESTER Railwest to of every Twin from Frankfort.—During the 5th or hears, extraing from the Post Office in either two stell and enselve. The Port 5th Every test and
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	o Trains run as follows:-	From	FRAN	CKFO!	rer to	TOCE	TRY A	nd 80	774.N	-+ 6.1	n. 10	R.55.	10.80	and	11.15
, 3.0, 6.10, 7.50,	and 9.30 p.m.										,	,	- Delec	,	1

om Wilsbadi.n to Hocitat and Soden at 545, 80, and 10.15 a.m., 250 and 0.10 p.m. om Sod in to Hochett and Frankvort at 645, 85, 90, 9.30, and 11.10 a.m., 3.40, 6.50, 8.45, and 10.0 p.m., and to SBADEN at 8.5 and 11.10 a.m., 2.40, 60, and 8.45 p.m.

Remarks.—Luggade: 40 lbs. are allowed free; every 10 lbs. extra, 6 kr.

The Florin (German) is equal to 60 kreuzers, or 1s. 83d.; 3 kreuzers equal to 1d.

	M.	ANI	HE	IM	to BALE and WALDS	HUT	',G	rosz	herz	oglic	b B	adip	che :			senbolm.
L.			Fare		4 TUNKELS, 808, 430, 1023, and					RAL	NS. 1			(18		12
133			2nd		1224 Baden feet respectively.	1,2,5	1, 2,3	l,z,J class	1, 2,8	1 ,2,3 1	& Z	1,3,3,	1,3,3	Light	3 86 8	tarfff.
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H.		a 30	2 30	1 83	Main-Aockar Railway (p. 91) FRANKFORT (page 91) dep.	1			- 1	6 10 1	امده	١,	2 40	4-40	8 15	<b>2</b> 1
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1	1	P	unic	gs.	STATIONS.	2 4 3	1,2, 8	1, 2,3	1 & 2	1, 2.3	1, 2.3	1 72	1,2,3	*9	*10	f charge Homburg,
Di				3rd class sg.pf		class a.n.	class	D.m.	Class	class,	class	class	class		Gds.	charge Iombur
=	1.0	, pr		eg.pr	Paris (page 52)dep. Forbach (page 51)arr.	a.m.	a.m.	6 U	8 0 a.m.	·	9 0 p m.	···_	7 0	o.m.	 a.m	
-	. 8	-	6 0	40	Forbachdep St. Johann-Saarbrucken arr	***	***	10 40	7 37 7 50		12 17 12 30	7 0	5 15 5 28	7 0	9 9	aute
3	Ί.		9 3	ä"3	Dudwellerdep	=	٠٠.	5 30 5 41	8 15	2 0 2 14 2 27	12 50 1 0	8 14	5 48	5 55 6 14	9 31 9 49	e allowed free c Kaiserslautern,
11	116	10	ıi š				•••	5 48 5 56	!	2 39	1 150	3.39	6 9	6 43	10 4	
10	1 27	0	18 9	12 6	Friedrichsthal (Tunnel of )	:::	***	6 10	8 44 8 46	3 0	1 26 1 28 1 39	9 0	6 23	7 18	10 40 11 0	ggage a. Spoyer,
20 20	31 39	- O	21 4 25 9	14 10 17 5	Bexbach Beaburg are Blomburg dep	:::	***	6 34 6 36	9 ^{**} 4	a.m.	1 50	9 50	6 4.	8 0	11 22 11 42	of Luggage stadt, Speyo
::	lu.	10	30 I	118 0	Einöd			652 7 8	9 24	11 40 11 54	2 13	9 52 10 8	6 45	9 52 10 8 10 15	1 57 2 13	of Lu
g.	40	3 7	30 I L	90 11 ken.	Zweibruckenarr.	-::-	•••	7 15 6 10	B 40	12 0 11 10	1 25	9 10	5 50	5 50	6 10	
	1	6		1 9	Einod	=		6 18 6 33	اما	11 17 11 30	1 33	9 18 9 33	6 13	6 13	6 33	
		-			Homburg Jan		•••	4.m 6 89	a.m. 9 6	Stop	p.m 1 52	Stop	p.m. 6 45		12 0	rgs:!5 gsbafen, i Wiesbe
22	4 45	9	30 11 38 7	30 0 30 0	Bruchmühlbach	:::	•••	6 57 7 6	=	•••	2 9 2 18		6 59	8 56	12 29 12 41	S E
2	56	361	35 2		Landstuhlari Kalserslauternari (Tunnel of 1347 metres) dep		:	7 17 7 42	9 30 9 48	:::	2 29 2 53	:::	7 13 7 32	9 15 9 55	l 40	및 급축
ä	72	. 4	46 4	30 3	(Tunnel of 1347 metres) dep Hochspeyer(Funnel of 79 metres Frankenstein	:::	:::	7 53 8 10 8 26		:::	3 0 3 17 3 32	***	737 751 8 2	†5 15 5 42 6 7	3 10 3 37 4 2	
36	e (	11	61 6	33 8	Weidenthal		:::	8 36	10 34	:::	3 42 3 59		8 20	6 22 6 49	4 17	
8.2	9	1 2	57 6	38 0	Lambrecht (Tunnel of 321 metres Nesstant arr		···	9 8	10 45	:::	443	***	8 31	7 10	5 5	. Rena ma, Frank Frankfort,
ľ	r ia	.kr. 0 27	A.kr.	burg fl.kr.	Weissenburgdep			7 10 7 35			p.m. 2 15 2 40		p.m. 6 55 7 20		p.m. 1 10 1 45	ing. Forms. to Fre
r	) (	0 45 0 57	0 97	0 12 0 14 0 24	Winden	:::		7 47		 	251	=	7 31 7 40	***	2 8	
ž	1 1	1 16 1 30	0 48	0 33	Landau	-	=		10 22	12 25 12 35	3 14	=	7 54 8 4	***	3 35	fort Morr est from Forbech,
3		1 39 1 45	1 3	0 39	Edesheim				10 36	12 42	3 31 3 37	***	8 10 8 15	***	4 31	
41		1 51	1 15	0 45	Maikammer-Kirrweiler Noustadtarr		a.pl.		10 47	12 55 1 5	3 54		8 21 8 31		4 42 4 59	e di +
70	1 9	98 0	Forb	140 4	Newstadtde		5 0 5 15	9 31		1 31	4 36	***	8 35 8 50			erde
7	110	00 7	63 €	43 3 43 1	Bohl		5 22 5 29	9 47	ıïiı	1 39	4 52		8 57 9 6	8 18 8 30	6 20	A Control
		iön	69 6	45 8	Schifferstadt Junctiondep		6 4	10 5	11 15 11 30	2 5	5 13	8 53	9 28			part be
7	OU	6 11	eyer.	9 7			5 10		10 55 11 10					5 10 5 28	6 5	class 8 can
			-	1	data Constant Impation		2 91	9 49	11 13	1 49	4 54	C.		8 40 8 69 9 13		4 2
ě	1	13 6	71 :	16	Ludwigshafenar		5 50	10 10	11 28	3 10 3 20	5 15 5 40	l	9 40	111	7 8	
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10	i	36 9 30 8	78 6 81 3	53	Worms	a.m	6 24	10 51	19 21	3 51	6 20	•	10 9	3 16	***	Sprued Sprued
10	š  1	36 5	91"	55 i	Mutterstati	5 5	64	11 14	12 25 12 37	4 17	6 36	***	10 11	3 15		Goods Trains with Technic are issued
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Hi	1	5 <u>6</u> 2	98	61	Oppenhelm	63	7 2	11 3		4 36 4 54 4 57	7 10		16 4	5 6		200
١.		 57 x	97	61	Nackenhelm	. 65	7 73	6.12		3 6	7 24		10 56	5 2	-	•
Ŋ,	6 1		1	67	Laubenheim,	71	5 74	8 19 2 6 12 3	o i z	5 3	y 41		ni ic	54	-	Ā
<b>T</b> "		The	1		Chaler a count to 30 Sübergrenche		-	. mk				-				1 52

181   2nd   3rd   3rd   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   class   clas	اء	7	Fare	.						TR.	MNS	j.				
Class Class Class Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Class   Cl	E S	-			STATIONS.	24.3	, 8 ,	. 8 .	1.4.	, 5	, 6 ,	.7.	. 8 .	*9	* 10	# # # #
25   0.15   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5		class	class	class		cinss	class	class	class	class	class.	class	class	Gds.	Gâs.	25
25   0.15   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5	ia.	fl.kr.		A.kr		a.m.	a.m.	a m.	a.m.	a. m.	p.m.	p.m.	Jairi.	a.m.		issned fr
25   0.15   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5   0.5	-1	-		-	Viayencedep.	4 0						3 50	7 50		4 0	1 3 :
0 0 0 0 1 2   Neckenhelm	51		0 15	0 0	Bodenheim	4 98	•••	710	9 3	11'00	1 18	3 39		1		325
1   3   0   1.48   1.12   Landwigshafen	1		0 18'	0 12	Nackenheim	4 37	***				1 23	4 13			4 37	2 4
1   3   0   1.48   1.12   Landwigshafen	0		0 27	0 18	Nierstein	4 51	•••	***	9 28		1 39	4 22	8 22		4 51	
1   3   0   1.48   1.12   Landwigshafen	3		0.30	0 21	Oppenhelm	5 2	•••		9 33	11 52	1 37	4 27		***		28.
1   3   0   1.48   1.12   Landwigshafen			0 48	0.33	Aleheim	5 35	***		9 53	•••	1 54	4 40	8 46			5 F 3
1   3   0   1.48   1.12   Landwigshafen			0 54	0 36	Mettenhelm	5 44			0.50		9 6	4 54	8 52		5 44	55.
1   3   0   1.48   1.12   Landwigshafen	2		1.0	0 39	Osthofen	6 0	***	8 18	10 7	12 15	2 9			•••		7.5 4
1   3   0   1.48   1.12   Landwigshafen	**	2 0	1 12	3 46	VOTINGdon	6 22	•••	8 24	10 19	12 25	2 21	5 13	9 13	•••		3.3
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Dia.	Gr.	2 Cl. Gr.	3 Cl. Gr.	Stations.  Harburg departure	* i a.m.	a.m. 7 55	7 p.m	4	5 p.m.	]).n). 7 0	••	lbs. extra,	(Courier Trains with 1 and 2 Class only).—From Hanover to Deuz, 10 rthr. 24 sgr., 10 rthr. 24 sgr., and 7 rthr. 74 sgr., Fremen to Brunswick to Deuz, 13 rthr., 8 rthr. 20 sgr., and 6 rthr. 15 sgr.
Dis. -71	Gr.	2 Cl. Gr.	8 Cl. Gr.	Stations.  Harburgdeparture Stelle	# i a.m.	a.m.	3 p.m 	4 p.m.	5 p.m.	p.m.	::	10 lbs. extra,	50
Dia.	Gr.	2 Cl. Gr.	3 Cl. Gr.	Stations.  Harburg departure	* i a.m.	a.m. 7 55 8 5 8 15 8 35	7 p.m	4 p.m. 12 50 1 15	5 p.m.	p.m. 7 0 7 10 7 20 7 35	••	ry 10 lbs. extra,	50
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Dis. 71 121 21 21 241 821 781	Gr	2 Cl. Gr.	3 Cl. Gr. :: :: ::	Stations.  Harburg . departure Stelle	# i a.m.	a.m. 7 55 8 5 8 15 8 35 8 50 9 10 9 25	3 p.m  	4 p.m. 12 50 1 15 1 45 2 5 2 20	5 p.m.	p.m. 7 0 7 10 7 20 7 35 7 50 8 10 8 25	::	every 10 lbs. extra, ggr.	50
Dis. 71 121 21 241 321 781	1 Cl. Gr.  :: 32	2 Cl. Gr.  24	3 Cl. Gr.  16	Stations.  Harburg .departure Stelle	*1 a.m.	a.m. 7 55 8 5 8 15 8 35 8 50 9 10 9 25 9 45	3 p.m 	4 p.m. 12 50 1 15 1 45 2 5 2 20 2 40	5 p.m.	p.m. 7 0 7 10 7 20 7 35 7 50 8 10 8 25 8 45	::	every 10 lbs. extra, ggr.	50
Dis. 71 121 21 21 241 321 781	1 Cl. Gr.   32 	2 Cl. Gr.  24  45	3 Cl. Gr.  16  30	Stations.  Harburg .departure Stelle	* i a.m.	a.m. 7 55 8 5 8 15 8 35 8 50 9 10 9 25 9 45 9 50	3 p.m 	4 p.m. 12 50 1 15 2 5 2 5 2 20 2 40 2 45	5 p.m.	p.m. 7 0 7 10 7 20 7 35 7 50 8 10 8 25 8 45 8 50	::	every 10 lbs. extra, ggr.	ier Trains. sgr.; Harburg to
Dis. 71 121 21 241 321 781	1 Cl. Gr.  :: 32	2 Cl. Gr.  24	3 Cl. Gr.  16	Stations.  Harburg .departure Stelle Winsen	# i a.m 4 50 5 10 5 55	a.m. 7 55 8 5 8 15 8 35 8 50 9 10 9 25 9 45	3 p.m 	4 p.m. 12 50 1 15 2 5 2 20 2 40 2 45 3 0 3 20	5 p.m.	p.m. 7 0 7 10 7 20 7 35 7 50 8 10 8 25 8 45 8 50 9 5	::	every 10 lbs. extra, ggr.	ier Trains. sgr.; Harburg to
Din.  71 121 21 241 821 441 534 614 674	1 Cl. Gr.  :: 32 :: 60	2 Cl. Gr 24	3 Cl. Gr.  16	Stations.  Harburg .departure Stelle Winsen Bardowieck Lineburg Bevensen Uelzen Suderburg Unterluss Suderburg Unterluss	# i a.m	a.m. 7 55 8 5 8 15 8 35 8 50 9 10 9 25 9 45 9 50	3 p.m 	4 p.m. 12 50 1 15 2 5 2 20 2 40 2 45 3 0 3 20 8 40	5 p.m.	p.m. 7 0 7 10 7 20 7 35 7 50 8 10 8 25 8 45 8 50 9 5 9 25 9 40	Goods Train h Passengers. : : :	50 lbs. frec; every 10 lbs. extra, an dollars 20 ggr.	Courier Trains. hr. 12 sgr.; Harburg to 74 sgr., and 6 rthr.; E
Din.  71 121 21 241 821 381 431 611 674 791	1 Cl. Gr.  :: 32 :: 60	2 Cl. Gr.  24  45	3 Cl. Gr.  16	Stations.  Harburg .departure Stelle Winsen	# i a.m 4 50 5 10 5 55 6 25 7 20	a.m. 7 55 8 5 8 15 8 35 8 50 9 10 9 25 9 45 9 50	3 p.m 	4 p.m. 12 50 1 15 2 5 2 20 2 40 2 45 3 0 3 20 3 40 4 10	5 p.m.	p.m. 7 0 7 10 7 20 7 35 7 50 8 10 8 25 8 45 8 50 9 5	::	50 lbs. frec; every 10 lbs. extra, an dollars 20 ggr.	Courier Trains. thr. 12 sgr.; Harburg to 74 sgr., and 6 rthr.; E
Din. 71 121 21 241 821 741 821 761 677 791	1 Cl. Gr	2 Cl. Gr 24 45 673	3 Cl. Gr. :: 16 :: 30 :: 45	Stations.  Harburg .departure Stelle Winsen Bardowieck Lineburg Bienenhuttel Bevensen ueluen guderburg Unterluss Eschede Celle Ehlershausen	# i a.m 4 50 5 10 5 55 7 20 7 45	a.m. 7 55 8 15 8 15 8 35 8 50 9 10 9 25 9 45 9 50	3 p.m 	4 p.m. 12 50 1 15 2 5 2 20 2 40 2 45 3 0 3 20 3 40 4 10 4 30	5 p.m.	]).m. 7 00 7 10 7 20 7 35 7 50 8 10 8 25 8 45 8 50 9 5 9 25 -9 40	* Goods Train : with Passengers. : :	50 lbs. frec; every 10 lbs. extra, an dollars 20 ggr.	ad Courier Trains. 5 rth. 12 sgr.; Harburg t thr. 74 sgr., and 6 rthr.; I
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Din. 71 121 21 24 321 24 321 534 67 79 864 964	1 Cl. Gr	2 Cl. Gr	3 Cl. Gr.   16  30  45  55	Stations.  Harburg .departure Stelle Winsen Bardowieck Lineburg Bienenbuttel Bevensen Uelzen departure Suderburg Unterluss Eschede Colle Enlershausen Bargdorf Nordstemmen Hidesheim Hidesheim Ar	# 1 a.m.  4 50 5 10 5 50 7 20 7 45 8 10 8 50 7 15	a.m. 7 55 8 5 8 15 8 35 8 50 9 10 9 25 9 45 9 50  10 55	p.m	4 p.m. 12 50 1 15 2 5 2 20 2 40 2 45 3 0 3 20 3 40 4 10 4 35 5 5 5	p.m. p.m. p.m. 3 50 4 15	P.m. 7 0 7 10 7 20 7 35 7 50 8 10 8 25 8 45 8 45 9 5 9 25 9 10 10 10 35 10 50	. : . : . with Passengers. : :	LUGGAGE: 50 lbs. free; every 10 lbs. extra, age, 20 Frussian dollars 20 ggr.	Quick and Courier Trains. sgr., and 5 rthr. 12 sgr.; Harburg to it sgr., 8 rthr. 74 sgr., and 6 rthr.; E
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Dis.  71 121 21 241 821 41 67 79 86 96 11 15	1 Cl. Gr	2 Cl. Gr 24 45 67 § 83	3 Cl. Gr. 16  30  45 	Stations.  Harburg .departure Stelle  Winsen Bardowieck Linneburg Bienenbuttel Bevensen departure Suderburg Unterluss Eschede Celle Ehlershausen Burgdorf Lehrte Junc Nordstemmen Hidesheim Algermissen Schnde Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc	# 1 a.m	a.m. 7 55 8 15 8 85 8 85 9 10 9 20 9 25 9 45 9 50 10 55	3 p.m	4 p.m. 12 50 1 45 2 50 2 40 2 45 3 0 3 20 3 40 4 100 4 45 5 5	5 p.m	9 55 10 25 10 50 10 50	* Goods Train * :::::::::::::::::::::::::::::::::::	LTER LUGGAGE: 50 lbs. free; every 10 lbs. extra, Carriage, 20 Prussian dollars 20 ggr.	r Quick and Courier Trains. 6 sgr., and 5 rthr. 12 sgr.; Harburg to 124 sgr., 8 rthr. 74 sgr., and 6 rthr.; E
Dis. 7121 21 24 1 24 1 24 1 24 1 24 1 24 1 2	1 Cl. Gr	2 Cl. Gr	3 CI. Gr. 16  30  45  523 55	Stations.  Harburg .departure Stelle Winsen Bardowieck Lineburg Bienenbuttel Bevensen Uelzen arrival Suderburg Unterluss Eschede Celle Eschede Celle Ehlershausen Burgdorf Lehrte Junc. arr Nordstemmen Hildesheim arr Algermissen Sehnde Lehrte Junc arr Lehrte Junc arr Lehrte Junc arr Lehrte Junc arr	* 1 a.m	a.m. 7 55 8 15 8 85 8 85 9 10 9 20 9 25 9 45 9 50 10 55	p.m	4 p.m. 12 5C	p.m. 3 50 4 15 5 10 5 80 6 0 6 0	7. m, 7. 0 7. 10 7. 20 7. 20 7. 50 8. 10 8. 27 8. 45 8. 50 9. 55 10. 15 10. 50 10. 50 10. 50 10. 50 10. 50	* Goods Train	LTER LUGGAGE: 50 lbs. free; every 10 lbs. extra, Carriage, 20 Prussian dollars 20 ggr.	s per Quick and Courier Trains. rthr. 6 sgr., and 5 rthr. 12 sgr.; Harburg t rthr. 12s sgr., 8 rthr. 7s sgr., and 6 rthr.; E
Dis. 7 12 12 12 12 12 12 12 12 12 12 12 12 12	1 Cl. Gr	2 Cl. Gr	3 CI. Gr 45	Stations.  Harburg .departure Stelle Winsen Bardowieck Lineburg Bienenbuttel Bevensen Uelzen arrival departure Suderburg Unterluss Eschede Colle Eschede Rordstemmen Hidesheim Hidesheim Algermissen Schnde Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Mordstemmen Algermissen Schnde Lehrte Junc Lehrte Junc Misburg	# 1 a.m	3.m., 7 55 8 57 58 8 58 50 9 10 55 5	p.m	4 p.m. 12 50 c 1 15 50 c 1 15 2 55 2 20 0 2 45 3 0 0 3 20 3 20 4 4 45 5 5 5	p.m. p.m. 3 500 4 15 4 4 450 5 80 6 0 6 0, 15	7. 10 7. 10 7. 20 7. 35 7. 50 8. 10 7. 35 7. 50 8. 25 8. 25 9. 25 9. 25 9. 25 10. 55 10. 55 10. 55 10. 55 10. 55 10. 55 10. 55	Goods Train Goods Train Train Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods Train Goods	LTER LUGGAGE: 50 lbs. free; every 10 lbs. extra, Carriage, 20 Prussian dollars 20 ggr.	s per Quick and Courier Trains. rthr. 6 sgr., and 5 rthr. 12 sgr.; Harburg t rthr. 12s sgr., 8 rthr. 7s sgr., and 6 rthr.; E
Dis. 71 121 21 121 221 221 221 221 221 221 2	1 Cl. Gr	2 Cl. Gr	3 CI. Gr	Stations.  Harburg .departure Stelle Stelle Bardowieck Linneburg Bienenbuttel Bevensen Uelzen arrival "departure Suderburg Unterluss Eschede Colle Ehlershausen Burgdorf Lehrte Junc. arr. Nordstemmen. Hidesheim arr Algermissen Schnde Lehrte Junc .dep. Misburg Hansum .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .dep. Misburg .d	# 1 a.m	3.m., 7 55 8 57 58 8 56 8 50 9 10 55 6 11 20 11 40 11 40 12 5 5	3 p.m	4 p.m. 12 50 c 1 15 5 c 2 20 2 40 5 3 00 3 200 4 100 4 300 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	p.m. 3 50 4 15 5 100 6 0 0 6 0 5 35	7. m, 7 07 7 20 7 35 7 50 8 10 8 25 8 45 9 25 9 25 10 35 10 35 10 50 10 50 10 50 10 50	* Goods Train	Remarks.—Lucador: 50 lbs. free; every 10 lbs. extra, bro-wheeled Carriage, 20 Prussian dollars 20 ggr.	Fares per Quick and Courier Trains. 25 sgr., 7 rthr. 6 sgr., and 5 rthr. 12 sgr.; Harburg to Done, 12 rthr. 124 sgr., 8 rthr. 74 sgr., and 6 rthr.; I
Dis. 71 121 21 121 221 221 221 221 221 221 2	1 Cl. Gr	2 Cl. Gr	3 CI. Gr	Stations.  Harburg .departure Stelle Winsen Bardowieck Lineburg Bienenbuttel Bevensen Uelzen arrival departure Suderburg Unterluss Eschede Colle Eschede Rordstemmen Hidesheim Hidesheim Algermissen Schnde Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Lehrte Junc Mordstemmen Algermissen Schnde Lehrte Junc Lehrte Junc Misburg	# 1 a.m	3.m., 7 55 8 57 58 8 56 8 50 9 10 55 6 11 20 11 40 11 40 12 5 5	3 p.m	4 p.m. 12 50 c 1 15 5 c 2 20 2 40 5 3 00 3 200 4 100 4 300 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	p.m. 3 50 4 15 5 100 6 0 0 6 0 5 35	7. m, 7 07 7 20 7 35 7 50 8 10 8 25 8 45 9 25 9 25 10 35 10 35 10 50 10 50 10 50 10 50	* Goods Train	Remarks.—Lucador: 50 lbs. free; every 10 lbs. extra, bro-wheeled Carriage, 20 Prussian dollars 20 ggr.	Fares per Quick and Courier Trains. 25 sgr., 7 rthr. 6 sgr., and 5 rthr. 12 sgr.; Harburg to Done, 12 rthr. 124 sgr., 8 rthr. 74 sgr., and 6 rthr.; I

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Dis.	Gr.	Gr.	Gr.	Brunswick (pa		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
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Remarks.—Lugoage: 50 lbs. free; every 10 lbs. extra, 5 sgr. Four-wheeled carriage, 25} rus doll,; wwo-wheeled carriage, 19 Prus. dol.

#### HANOVER AND BRUNSWICK.-Herzoglich [18-10 Braunschweigsche Eisenbahn. ¶ Pares. STATIONS. Trains. ist and | 3rd [NO TUNNELS. . 2 13 15 16 7 9 Cls. Cls. Cls. COLOGNE (page 86). Gr. Ğr Gr. MINDEN (page 108). a.m. a.m. a.m. a.m. p.m. p.m. Hamover ......dep. 12 28 5 30 9 10 11 0 2 23 ••• Misburg ..... 6 10 ... ••• ••• 124 10 6 Lehrte Junction ..... 12 50 5 55 9 40 11 40 2 50 6 35 ••• ••• ---Hämeler Wald ..... 6 6 25 10 20 12 20 3 20 29 ••• ••• Peine ..... 22 14 •• ••• ... ... 371 271 Vechelde 6 40 10 45 12 45 25 Brunswick....arr. 1 45 7 10 11 15 1 15 3 56 7

Courier Train, 1st & 2nd cl. † Quick Train. 1 Stops on Wednesdays, Saturdays, and Sundays, at Gr. Gleidingen.

The German thaler is equal to 30 groschen, or 3s.; 1 groschen equal to 10 pfennings, or 1 1-5th penny.

1	-	EM	DE	N to OSNABRUCK, D	TIN	DE	N a	ad F	IAN	ÖVİ	Ŕ.		[18-	10.
Ehg.		are		Stations.	l_	Trains.								
		2 cl.		(no tunn	ELS.	1.	†2	*3	4	15	‡6	*7	8	9
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English Miles.	lst	2nd	, 3rd	LEIPSIC (page 108). Dresden (page 127).		ı i	2	+3	141	5	•6	7	8	9
	Cls.	Cla.	Cis.	Berlin (page 107).	-	·	-	13						-
Dis	Gr.	Gr.	Gr.	MAGDEBURG (page 105).			a.m.	p.m.	p.m.	p.m.	p.m.			,
8	12	71	5	Brunswickde Vecheide	p. 5	0 15	7 15	1 5	8 25	8 30	11 56	***		5
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1	<b>ት</b> ል (%	erma	CATTI n The	age, 8 Prussian dollars; two-w ler is equal to 30 groschen, or	nee:e 3a. :	u UK Legge	ecpen mage	equa.	i to 10	pfenn	ings	or 1 1	5th n	enny
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#### BRUNSWICK AND HARZBURG. [7-10 T Pares. Trains. 1st | 2nd | 3rd | 4th Clas Clas Clas Clas Stations. 2 3 7 9 Pi Dis gr. gr. gr. gr. 9 4 20 18 8 •• ٠. 24 16 10 .: •• .. 23 30 20 124 ٠. 86 24 15 •• Pares. Trains. lst 2nd 3rd 4th Stations. 2 3 4 5 6 7 8 9 <u>ئم</u> DIs Clas Clas Clas Clas a.m. a.m. p.m. 6 30 10 45 5 20 gr. gr. gr. gre Harzburg ..... 41 2 Vienenburg .. ..... 6 40 10 55 5 30 •• 12 я ٠. 16 11 7 ٠. •• 27 18 11 .. 2 21 Brunswick...... 8 01215.7

Additional Trains.—From Brunswick to Wolfenbuttel, at 2.0, 7.20, 7.35, 9.0, and 11.45 a.m., 12 noon, 1.30, 2.0, 4.10, 5.25, 6.25, and 7.15 p.m.

From Wolfenbuttel to Brunswick, at 4.10, 735, 9.5, 9.35, and 11.45 a.m., 12.5, 1.55, 4.20, 5.30, 6.35, 7.15, and 11.20 p.m.

REMARES.--Return Tickets are issued. Luggage, 50 lbs., free; every 10 lbs. extra, 24 silber pfennige per nille; 4-wheeled carriage, 6 Pruss. doll.; 2-wheeled do., 4 Pruss. doll_

			,	BRUNSWICK AND KRE	EN	SEN	·.			[7	-10
* 5	₹ :	Fare	s.				7	rain	s.		
Eng.	1st Class	2nd Class		Stations.	1	* 2	3	4	5	6	7
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· · ·	. 10	****		<ul> <li>Fast Train, 1st, 2nd, and 3rd</li> <li>¶ 1 groschen equal to 10 pfenning</li> </ul>	Clas s, or	L 1 <b>‡</b> đ.					

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10 2	-		res.		Stations. [NO TUNNELS.			T	rain				
Eng.	-	2nd class	3rd class	4th class	Casses (page 101)	•1	2	3	‡4	5	6	• 7	8
Dis.	gr.	gr.	gr.	gr.	Bremen (page 101)	a.m.	8.m.	a.m.	p.m.	p.m.	a.m.	p.m.	noon
-	-		<b> </b> -	-	HANOVER (p. 102) dep.	12 28		9 10			11 0		
-:-		••	••		BRUNSWICK (102)arr.	1 45	7 10	11 15	3 56		1 15		
I —	_	_		_	Brunswickdep.	2 0	7 35	11 45	4 10	•••	f6 25		
7	9	6	4		Wolfenbuttel Junction			12 0	4 25		6 45	l e i	
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Farea per Courier Trains.—From Branswick to Berlin, 8 Rithr, 15 gr.,; and 5 Rithr, 20 gr.; to Magdeburg, 3 Rithr, 15 gr.; and 2 Rithr, 10 gr.; to Halberwindt, 3 Rithr; and 2 Rithr; to Hanover, 3 Rithr, 25 gr.; and 1 Rithr, 123 gr. Remarks.—Lt Gt voz.—50 lbs. free; every 10 lbs. extra, 25 Fromigo per mile. Four-whooled carriage, 13 F. d., 225 agr. Two-wheeled carriage, 9 P. d., 5 agr.

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3 mg	¶	Par	es.	Stations. [NO TUNNELS				Tra	ins.			
Eng.	Tst Class	2nd Class	3rd Class	District (Ingo 220)	1	+2	‡3	4	5	6	†7	8
Dis.	Sgr.	Sgr.	Sgr.	LEIPSIC (page 108)	a.m.						p.m.	
-		_	-	Magdeburgdep.	1 43			12 0				
1 ::		••		Dodendorf	•••	6 15		12 15		6 35	•••	
10		••		Langenwedding		6 25		12 30		7 0	•••	
1 ::	••	••		Blumenberg		6 35		12 40				. #
20 25	::	::	::.	Hadmersleben		6 50		1 0	5 10			8 3
20	30	20	124	Oschersleben Junc arr.	2 41		11 20	2 0	5 50		10 20	Class.
••		••		Crottorf	•••	7 25	•••	•••	6 0	Stop		
1 ::		••	::	Nienhagen	***	7 35		***			10 35	60
12	45	30	20	Halberstadtarr.		8 40 1		•••		3 cl.		44
::	<u></u>	••	-:	dep.		6 30			5 0	p.m.	- 1	4 2
••		••		Oschersleben Junc dep.	2 45			•••	5 50			- 4
30		••	••	Wegersleben	2 55	7 35	***	•••	6 0	3 15		Train, ir Treir
-	-			Helmstedtdep.	***		0 20		5 25	•••	•••	261
1	18	12	73	Jerzheimarr.	•••	8 0	11 15	•••	6 20	•••	***	F 55
40	50	33	21	Jerxheimdep.	3 15	8 5	1 25		6 25	4 0.		경험
46	60	40	25	Schoppenstedt					6 45	4 35		Courter T
56	75	50	32	Wolfenbuttel Junction	4 10				7 15	5 30	11 20	
63	85	56	35	Brunswickarr.	4 35	9 35	2 35		7 35	6 0	11 40	***
J				BRUNSWICK (page 103)dep.	5 0	***	3 0		8 15		11 56	- 1
	135	95	60	HANOVER (page 103)arr.			5 35		9 55		1 6	- 1
				# Chang of Windowshall an	3 5							

* Stops at Watenstedt and Dettum.

Extra Local Trains.—From Oschersleben to Halberstadt, at 40 a.m.; 2.3 p.m., in connection with the train FACTOR ACCESS A TRANSMITTED TO THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF

¶ I groschen equal to 10 pfennings, or 1 1-5th penny. The Prussian Thaler is equal to 30 sübergroschen, or 2s. ; 1 slib groschen equal to 13 pfennings, or 1 1-5th penny.

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1	¥	are	<b>#</b> 10	er Quick Trains—From	l Gröbe Magde	ers. Intro	to T.ei	nsic. 19	20 sør.	80 am	r 56 s	or.			
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*** The Hancks.—Children under Fyoars of ago free; up to 10 years of ago, two for the price of one sicket.

**Line Lags: 15 the 1see; for every 10 like overveight, 2 pfennings per mile. Decease from the station to the town, Sagr.

**The Pressian thater is equal to 30 subergrounders, or 3a. 4 allies grounders equal 12 pfennings, or 14d.

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Heusarks.—Ohldren under 2 years of age free; up to 10 years of age, two for the price of one ticket.

LUBG AGE: 5022s free; for every 19 28s. overweight, 2 pigmings per mile. Droakes from the station to the town.

Travelling carriages, 15 ct class, 25 age, 25 ad class, 25 age, 25 arr. per mile.

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Remarks.—Lugadas: 50lbs allowed free of charge.

(1) For Trains from Cambernhausen to Frankfort-on-the-Maine, see page 80.

Researches—Lippanors: 60 libr, of Lagrage are allowed free of charge.

Trustian thaler is squal to 30 slidigipaction; or 3s.; 1 allbergreechen squal, 18 plantings, or 14d.

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Remarks,—N.B.—In the Through Transit where Leipzig is only a passing Station, the Station-managements in Leipzig take care of the transfer of Luggage from one Station to another; but passengers must look after their own transfer themselves. Nearly all the Trains call at the various internacillate small Stations on the Line. Direct Telekts are issued to Berling, Station, Ludgas, Kemplers, &c.

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7 Stop at these Stations.

† Quick Train.

† Courier Train.

† Courier Train.

† Courier Train.

† Remarks.—Travelling Carriages of all kinds pay one dollar per mile; delivering the same, costs is Ngr.—A horse is charged 20 Ngr. per mile; the driver or leader gets a ticket to the 3rd class.—Each traveller takes 50fbs. luggage free; overweight half Ngr. per mile for every 10fbs.; ifh is charged the large as 10fbs.—One-horse Droskas, 4 Ngr., two-horse Coach, 10 and 15 Ngr. the distance.

† The Right-Thugter is equal to 30 neugroschen, or 3s 4 I Saxon neugroschen.

equal to 10 pfennings, or 1½d.

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Extra Trains.—On Sundays and Fetes from Vienns to Neulengbach at 9 a.m. and 2 p.m.; and to Puckersdorf at 4 p.m.
From Neulengbach to Vienna at 5 and 7.30 p.m.; and from Puckersdorf at 8 p.m.

#### LAMBACH AND GMUNDEN.-K. K. priv. Kaiseren Elisabeth-Bahn.

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Tares.	Stations.	T	rain		¶ Fare		Stations.	Trains.							
1 Cl. 2 Cl. 3 Cl.		1	2		1 Cl. 2 Cl.			1	2	3					
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Remarks.—Luggage.—20 lbs. allowed free; for every 10lbs or fraction of 10 lbs. extre, Luggage must be delivered at latest, half an hour before the departure of the train.

### LINZ AND BUDWEIS .- 80 Miles (Horse Railway.)

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1 C1 2 Cl. 3 Cl. fl. kr fl. kr. fl. kr.	[NO TUNNELS.	a.m. p.m.	1CL 2 Cl.		a.m. a.m.
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# 1 and 2 Class.

† 3rd Class.

Memerics.—Travelling Carriages.—From Linz to Budwels or vice versa, 2-horse, 18, 3-horse, 23, and 4-horse 26 floring. Separate Carriages cannot be obtained on this line.

Luggage...Free, 1st Class, 201ba.; 3rd Class, 101ba.; every 101be, or fraction of 101bs. extra, charged for:...Liux to Bindweis, 15 kr.; to Kerschbaum, 8 kr. Luggage must be delivered at latest half an hour before the departure of trais

The Austrian Florin is equal to 60 kreutzers, or 2s.; 5 kreutzers equal 2d.

## Austrian Railways.

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Remarks,—Luggage; 40 lbs, of Luggage are allowed free of charge if delivered half-an-hour before the departure of the Trains.

PRESSBURG, TYRNAU	AND	SZERED.	(Horse Railway,)
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Remarks...-Lucase: 20 lbs. are allowed to 1st and 2nd class passengers, and 19 lbs. to the 3rd class The Austrian Florin is equal to 60 kreutzers, or 8s.; 5 kreutzers equal 2d.

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Remarks.—All Trains between Culoz and St. Jean de Maurienne, and vice versa, are 1, 2, 3 Class. The Booking Offices close five minutes before the departure of the Trains.

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#### TURIN to CAVALLERMAGGIORE, BRA, SAVIGLIANO, SALUZZO, and CUNEO. [22-10

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				Section XVI.—Italian Raily	vays.
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11_				Lombardo Venete e dell'Italia Ce	
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## Pare ## 1	Textes   Stations   Trains   Faves   Stations   Trains   Faves   Stations   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains   Trains					VENICE	ICE	P	TREVISO			AND		ASS	CASARSA.		3		P	[24-96869	1 1
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Unnels,	VALE	Ŧ <b>-</b>	Do not	run on	* Do not run on Festival Days. † Run on Festival Ds beyond Sienus. Remarks.—The Sienns and Empoli Line being now so that Ci	+ Run on Festive beyond Sienna. Empoli Line being :	estival Days only.   ‡ Leaves an in  § Leaves an hour later on  eing now extended to Asinalunga, or  eing titet (if to try anity hours in sting)	caves mded	# 1 Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property	caves a ur later nalungs us' post	+ Run on Festival Days with:   - theorem of Festival Days with:   - theorem and festival Days and does not preceed and festival Days, and does not preceed and fissure.  Jesus monthly and the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the	estival	Days, an Some, red	d does n	of pro	D 80
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## . RAILWAYS IN ENGLAND.

LONDON AND NORTH WESTERN RAILWAY.—STATION—EURTON SQUARE. From London to Coventry and Birmingham, at 6.15, 64, 74, 94, 10, and 114 a.m.; 1.0, 2.45, 54, 54, and 8.0 p.m. On Sundars at 74, 8, and 10 a.m.; 8.0 p.m. From Birmingham to Coventry and London, at 1.20, 7.30, 8.0, and 9.40 a m.; 12.10, 1.45, 3. 0,

5.50 and 7.45 p.m. On SUNDAYS at 1.20, 7.30, and 8.30 a.m.; and 1 p.m. From London to Stafford, at 61, 61, 71, 9, 91, and 10 a.m.; 1.0 2 45, 5. 0, 9.0, and 9.15 p.m.

On SUNDAYS at 8 and 10 a.m.; and 9 0 p.m.

From Stafford to London, at 1, 6.20, 8, 83, 10.40, 11.15, and 11.30, a.m.; 2.5, 3.15, 5.40, 6.3, 7.15, and 1.0 a.m. On Sundays at 6 20 a.m.; 12.5, and 1.0 a.m. On Sun-From London to Chester, at 61, 64, 74, 9, 91, and 10 a.m.; 1, 2.45, 5. 0, and 9.0 p.m.

DAYS at 8.0 and 10 a.m; and 9.0 p.m.

From Chester to London, at 42, 8.55, and 10.45, a.m., 12.0 noon; 2, 0, 4 30, 5.40, 6.30, & 11.14 p.m. On Sundays at 4.45 and 10.0 a.m., and 11.14 p.m. From London to Liverpool, at 61, 61, 71, 91, and 10 a.m.; 1.0 21, 5. 0, and 9.0 p.m. On SUNDAYS

at 8 and 10 a.m.: and 9.0 p.m. From Liverpool to London, at 4.5, 7.30, 8.30, 9.30, 10.30 & 111 a.m.; 1.15, 3.40, 5.15, & 10.25 p.m.

On SUNDAYS at 4.5 and 94 a.m.; and 10.25 p.m.

From London to Manchester, at 61, 61, 71, 9, 91, and 10 a.m.: 1.0, 2.45, 5. 0, and 9.0 p.m. On SUNDAYS at 8 and 10 a.m.; and 9.0 p.m.

From Manchester to London, at 4.24, 8.30, 10, 10.45, and 11.15 a.m.; 12.0 noon, 12.45, 3.45, 4.15, 5.15 and 11.0 p.m. On Sundays 4.24 and 9.20 a.m.; and 11.0 p.m.

From London to Leeds, at 61, 61, 71, 91 a.m., and 22 p.m. On SUNDAYS, 8 a.m. From Leeds to London, at 5.45, 7.45, 9.25 a.m.; 12.30, 3.15, and 8.0 p.m. On Sundars at 7 a.m., and 62 p.m.

From London to Preston and the North, at 61, 61, 71, 9, 91, and 10 a.m.; 1.0, 2.45, and 9.15 p.m.

On SUNDAYS at 10 a.m., and 9.15 p.m. From Preston at 3.44, 6.30, 9.55 and 10.0 a.m.; 12.30, 3.42, and 10.30 p.m. On SUNDAYS at 3.44.

and 81 a.m., and 10.30 p.m.

FARES:—London to Birmingham, 1st class, 20s.; second class, 15s.; third class, 9s. 5d. To Stafford, 1st class, 25s.; 2nd class, 18s.; third class, 11s. 0&d. To Chester, 1st class, 30s.; 2nd class, 22s.; 3rd class, 14s. 10&d. To Liverpool, 1st class, 32s.; 2nd class, 25s.; 3rd class, 16s. 9d. To Manchester, 1st class, 30s.; 2nd class, 23..; 3rd class, 15s. ad. Liverpool to Manchester, 1st class. 5s. 6d.? 2nd, 4s.: 3rd, 2s. 71d.

GREAT NORTHERN RAILWAY .- STATION-KING'S CROSS.

From London to Lincoln, 6 30, 7.40, and 9.20 a.m.; 1.45 and 5 5 p.m. On SUNDAYS, 7.30 a.m. From Lincoln to London, 7.10, and 11.15 s.m.; and 5.55 p.m. On SUNDAYS, 1.50 p.m.
From London to Nottingham, 7.40, 9.20, & 11.0 a.m.; 1.45 & 5.0 p.m. On SUNDAYS, 7 30 a.m. & 5 p.m.

From Nottingham to London, 6.30, 7.50, 10.30, and 11.40 a.m.; 2 15, 6.40, and 10 p.m. On SUNDAYS, 2 and 9.0 p m.

London to Sheffield and Manchester, 6,30, 7.40, 9.20, 49, 10.5, and 11 a.m.; 1.45 and 5 p.m. On SUNDAYS, 5.0 p.m.

Manchester to Sheffield and London, 6.5, 9.50, 9 15, and 41.35 a.m.; 2 0, 5.7, and 9.30 p.m. On SUNDAY, 7 a.m., and 5 p.m.

From London to Liverpool, 7.40, 9.20, and 10.0 a.m.; and 5.0 p.m. On Sundays, 5 p.m.

Liverpool to London. 9.0 6.30, and 10.0 a.m.; 12.30, 3.50, and 7.30 p.m.

Fares to Liverpool 1st class, 35s., 2nd class, 26s., 3rd class, 16s. 9d.
London to Leeds and Breedford, 740, 920, 100, and 11 a.m.; 5.0 p.m., and 9.15 to Leeds only.
On Suppars, 7.30 a.m., 9.15 p.m to Leeds only.

Bradford to Leeds and London, 6.50, 9.30, and 11 45 s.m; 3.35 and 9,5 p.m. On Sundays, 9.45 a.m. and 9.5 p.m. [9:15 p.m.

Econdon to Terk, 7.40, 9.20, 10 0, and 11 a.m.; 5.0, and 9.15 p.m. On Sundays, 7.30 a.m.; and York to London, 3.45, 7.30, and 10 a.m.; 12.10, 12.15, 4.15, and 9.45 p.m. On Sundays, 3.45, 10.30 s.m.: and 9.45 p.m.

London to Hull, 7.40, 9.20, 10.0, and 11 a.m.; 5.0 and 9.15 p.m. On Sundays; 7.30, a.m.; 9.15 p.m. Hell to London, 6.0, 8.40, and 10.40 a.m.; 3.5 and 8.21 p.m. On Sundays, 6.45 a.m.; 8.21 p.m. London to Newcastle, 7.40, 9.20, 10.0 & 11 a.m.; and 9.15 p.m. On Sundays, 7.30 a.m.; 9.15 p.m. Newcastle to London 1.0, 5.15, and 8.20 a m.; 1.30 and 7.8 p.m. On Sundays, 1.0 and 6 a.m.; 7.0 p.m. London to Edinburgh and Glasgow, 9.20 a.m., and 9.15 p.m. On Suvpars, 9.15 p.m., to Edin-

burgh only. Glasgow to Edinburgh and London, 8.15 and 10.30 s.m.; 5.15 p.m. On Sundays, Edinburgh to London, 9.15 p.m.

London to Aberdeen, 9.20 a.m.; 9.15 p.m. On Week days only.

FOVER.

FARES, --London to Lincoln express, 1st class 28s., 2nd class 20s.; 1st class, 24s. 8d., 2nd class 48s. 4d., 3rd class 11s 6d.—To Nottingham, 1st class 24s., 2nd class 17s. 9d., 3rd class, 10s. 5d.—To Sheffield, 1st class 29s. 6d., 2nd class 22s. 6d., 3nd class 13s. 6dd.—To Manchester, 1st class 33s., 2nd class 14s., 3rd class 16s.—To Leeds, 1st class 33s., 2nd class 24s., 3rd class 16s.—To Bradford, 1st class 34s. 6d., 2nd class 23s. 8d., 3rd class 26s. 6d., 2nd class 23s. 8d., 3rd class 26s. 6d., 3rd class 15s. 103d. To Holl. exp. 40s., 1 cl., 30s 6d., 2 cl. 23s., 3 cl. 14s.

SOUTH EASTERN, OR LONDON AND DOVER .- STATION - LONDON BRIDGE. From London to Folkestone, and Bover, at 6.30, 8.30, 9.30, and 114 a.m.: 14, 44, 54, and 14 p.m. On SUNDAYS at 71, and 8.30 a.m.; 51 and 81 p m.

From Dover to London, at 2, 5.20, 6.15, 8 and 9 0 a.m; 12 noon, 54, and 74 p.m. On SUNDAYS at 2 and 74 a.m.; 54 and 74 p.m.

From London to Ramsgate, and Margate, at 6.30, and 8.30 a.m.; 11.30, 4.30 and 5.30 p.m. On SUNDAYS at 7.30 and 8.30 a m., and 5.30, p.m.

From Margate, and Ramsgate to London, leaving Margate at 7.0, 8.0 and 11.10 a.m.; 4 0 and 6.25 p.m. On SUNDAYS, leaving Margate at 6.40 a.m ; and 4.35 p.m.

Reading to Folkestone and Dover. From Reading at 7.15 a.m.; 12 noon, 3.0 and 6.15 p.m. On SUNDAYS, from Reading at 6.30 p.m.

**Bover & Folkestone to Beading at 5.20, 6.15, 8.0 & 9.0 a.m.; 12.0 noon, 5.30 p.m.** On Sundays, at 2.0a m. FARES:-London to Folkestone, 1st class express, 21s. 0d.; 2nd class express, 17s. 3d. ordinary 1st class, 20s.; 2nd, 14s; 3rd, 9a; Parl. 6s. 10d. To Dover, 1st class express, 22s.; 2nd class express, 18s. 4d.; ordinary 1st class, 20s.; 2nd, 14s. 8d.; 3rd, 9s. 2d.; Parl. 7s. 3d. Distance from London to Folkestone, 83 miles-to Dover, 88 miles.

# EASTERN COUNTIES .- STATION-BISHOPSGATE

From Harwich to London at 8.0 a.m.; 12.55 and 5.15 p.m.

On Sundars at 8.30 a.m.; and 4.20 p.m.

From Yarmouth to London at 5,30, 6.25, 9.25 and 10.20 a.m.; 1.50, 3.20 and 8.40 p.m. On SUNDAYS at 60 a.m., 12 noon, and 8.40 p.m.

From London to Herwick at 7.25. 9.15, and 11.27 a.m.; 3.0, 4.25, and 9.30 p.m. On Sundays at 7.10 a.m.; and 4.30 p.m.

From Loudon to Yermouth at 6.27, 7.25, 8.0, 9 15, 10.57 and 11.27 a.m.; 3.0, 4.25 5.0 and 8.40 p.m. On SUNDAYS at 1.30, 8.40 and 9.30 p.m.

FARES: - London to Yarmouth, Express, 1st class, 27s. 6d.; 2nd class, 21s. 9d. Ordinary, 1st class, 25s.; 2nd, 20a.; 3rd, 15s. Parl 10s -To Harwich, Express, 1st class, 16s. 6d.; 2nd class, 13a.; ordinary, 1st class, 14s. 6d.; 2nd, 11s. 6d.; 3rd, 8s. 9d.; Parliamentary, 5s. 91d. Distance from London to Harwich, 69% miles; to Yarmouth, 121 miles.

### GREAT WESTERN -STATION-PADDINGTON.

From London to Bristol at 6.0, 7.15, 9.30, 10.30, and 11.45 a.m.; 2.0, 3.0, 4.50, and 8.10 p.m. On SONDAYS at 8 a.m.; and 2 p.m.

From Bristol to London at 8.5, 10.0, and 11.20 a.m.; 12.15, 1.0, 2.55,4.20, 6.45, and 12 45 night. On SUNDAYS at 10 a.m.; and 5 35 p.m.

FARES:-London to Bristol, 1st class express, 26s.; 2nd class express, 18s. 3d.; ordinary 1st class, 20s. 10d.; 2nd class, 15s. 8d.; 3rd class, 9s. 10d. Distance between London and Bristol, 1184 miles

LONDON AND SOUTH WESTERN.—STATION—WATERLOO BRIDGE.
From London to Southhampion. Portsmouth. Salisbury. Burchester and Weynmeth. at 6, 8, 102,
and 11 a.m., 1. 3, 3, 3 and 35 p.m. On SUNDAYS at 9 and 102 a.m.; 5 and 8 p.m. From Portsmouth to London
stats, 8.10, 1.10, and 11.40 a.m.; 230 4.15, 61, and 12.40 p.m. On SUNDAYS at 130, 200 a.m., and
Southamspion to London at 1.30, 7, 803, and 11 a.m.; 121, 3, 2, 3, and 7.15 p.m. On SUNDAYS at 130, 2.30 a.m., and

FARES :--London to Southempton and Portsmouth, 1st class, 16s.; 2nd, 11s.; Return Tickets, 1st class, 28s., 2nd. 20s.

LONDON, BRIGHTON, AND SOUTH COAST.—STATION—LONDON REIDOR.
From London to Brighton at 6, 8, 10, and 11 a.m.; 12 noon, 3, 3, 4, 4, 10, 5, 45, 6, 7, 8, and 10 20 p.m.
DNDDAYS, at 7 and 10.65 a.m. and 8 and 8.15 p.m.
From Fimileo (West Red Terminus) to Brightons at 5.50, 7.63, 9.65, 10.50 & 11 65 a.m.; 1.45, 2.45, 3.50, 4.50, 5.50, 6.45
A 7.45 p.m. On SUNDAYS at 5.50 and 10.23 a.m., and 3.50 p.m.
From Brighton to Londons at 7, 8.10, 89, 9, 10, 11.15, and 11½ a.m.; 18, 3½, 5, 6.30, and 8 p.m.
On SUNDAYS at 83 a.m.; 22, 63, and 9 p.m.
From Brighton to Pissilico at 7, 8.10, 80, 10.0, 11.15, and 11½ a.m.; 18, 3½, 5, 6.30, and 8 p.m.
On SUNDAYS at 83 a.m.; 2.63, and 30 p.m.
PARES.—London Bridge or Philico to Brighton, appress, 1st class, 13a, 1 express, 3nd class, 10a, 6d.; and class, 80, thrid class, 50, 61, Farl. 4a, 3d.
Distance between London and Brighton, 99 miles.

... For further information, See "BRADSHAW'S RAILWAY GUIDE for Great Britain and Treland?

# BI-MONTHLY ALMANAC & TIDE TABLE.

The following List, showing the difference of Time between London and the principal Continental and British Ports, is derived from Local 1 ide 1 ibles, and the best books on Navigation.

н м і	H M t	и м.
Aberdeensub 0 55	Dover Harbour sub 2 56	Morlarx add 2 59
Antwerp add 3 66	Dublin	Newhaven sub 2 19
Be vick 0 12	Dunkirk 2 26	Newport (Isle of Wight) - 3 10
Boulognesub 2 40	Folkestone — d 7	
Brest Harbour add 1 40	Gravelines 2 26	Ostend 1 56
Biselle 0 54	Guernsey Pier . add 4 24	Port Glasgow 2 41
Brighton sub. 2 28	Havre-de-Grace sub 4 14	
Bristol add 5 10	Heligoland 3 6	Ramsgate Harbour 2 46
Calais sub 2 36	Hellevoet Sinys , add 0 9	Scrilly Islands ad 1 2 24
(ape Clear add 1 54	Holyhead Harbour sub 3 42	Southampton . sub. 8 26
Cardigan Bar 4 39		Southend & Sheerness - 1 27
Cork Harbour (Cove) 2 24	Hythe sub 3 21	5t. Malo add 3 34
Lowes sub. 3 21	Jersey (St Aubyn) add 4 4	Fexel Road sub 5 6
Duxhaven 1 6	Leith 0 16	Porbay add 34
Dianna	Liverpool	West Scheidt, entrance sub i 1
Douglas Harbour(Isleof	Margate 2 2	Weymouth Harbour add 4 23
Man) 2 56	Miliord Haven, entrne add 3 39	Weymouth Harbouradd 4 23 Wranger Oog sub 2 6

EXPLANATION.—To find the time of High Water at the above Places, it will be necessary to add or ultiract the numbers in the above Table, according to the directions here given, to or from the time f High Water at London, as given in the Calendar for the day required.

# ALPHABETICAL LIST OF STEAMERS TO & FROM FOREIGN PORTS. NOVEMBER 1859.

The Advertisements referred to in the List of Steamers will be found immediately after the descriptive portion of the Guide.

## ADDRESSES OF THE VARIOUS COMPANIES.

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APRICAN S. S. Co., 3, Mineing Lane, London; Laird, Fletcher, & Co., Agents, 23, Castle Street, Liverpool, and 49,
Line Street, London.
      AMSTERDAM STRAM BOAT CO., Buitenkant, U. 66, Amsterdam.
      ANGLO-ITALIAN STEAM NAVIGATION Co., 21, Water-street, Liverdool
      ANTWERP STEAM CO., 123, Fenchurch-street, London.
     AUSTRIAN LIJOYDS MAIL STEAM PACKET Co., 127, Leadenhall-street, London.
     BRIGHTON STRAM PACKET CO .-- Agent: H. P. Maples, S. Arthur-st, East, London Bridge, London,
     BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM PACKET COMPANY, D. & C. Maclver, 8, Water-street,
                    Liverpool
     COLOGNE STEAM NAVIGATION CO., 52, Gracechurch-street, London.
     COMPAGNIE GENERALE DES PAQUEBOTS A VAPEUE FLUVIAUX EF MARITIMES, Administration Générale, Jouvoilles,
                    Tricot, Edel, & Co., Rue Talthout, 52, Paris.
     COMPAGNIE INTERNATIONALE DE NAVIGATION A VAPEUR-Burgen d'Inscription, Place d'Armes, No. 3, à Bayonne
     DANISH GENERAL STRAM NAVIGATION CO., Sablgreen & Carrall, Agents, Hull.
     DANZIG STEAM NAVIGATION Co., George Malcolm & Son, Agents. Hull.
     ENGLISH AND BELGIAN GOVERNMENT STEAM CO., 56, Lombard-street., and 52, Gracochurch-st., London.
     EUROPEAN AND AMERICAN STEAM SHIPPING COMPANY, Croskoy & Co., Agents, London and Southampton.
     EUROPPAN AND AMERICAN BEEAM CHIFFIAN COMPANY, CRORED & CO., Agenus, London and Bonnampion.

EUROPPAN AND AUSTRALIAN ROYAL MAIL CO. (Idinical), 55. Moorgate-street, London, E.C.

GENER LI STEAM NAMIGATION CO., 71. Londbard-street, London.

HULL AND BREMEN (North German Lloyd's), N. Veitman & Co., Hull.

HULL HAMBERG AND DUNKIEK—LOthouse, Glover, & Co., Austrian Chambers, Hull.

HULL HAND ROTFERDAM, W. & C. L. Ringrose, High Street, and W. H. Hutchinson & Co., Agenta, Prince's Dock

Walls. Hull
     HULL AND HOTTERDAR, W. & C. IA BRIGTON, SING STOOR, and W. L. & Resultance & Co., Regional & Mill.
HULL AND HOTTERDAM STEAR PACKET CO., Geo. Lawron, Jun. & Co., S, Pier Street, Hull.
UILL STEAR PACKET CO. (Hrownhow & Co., Agents, Hull).
JERSKY AND GRANVILIE.—Matthew Gallicham, Jersey.
JERSKY, GUERNSKY, AND LONDON STEAM PACKET CO., Cheeswright & Co., Agents, 62, Lower Thames Street,
London
     JERSEY STEAM PACKET COMPANY.—E. C. Gallichen, Jersey.
Imperial and Royal Danube Steam Navigation Co., 81, London Wall, London.
   IMPERIALA AND ROYAL DANUES STEAM NAVIGATION CO., $1, London, Vall, London, LETTH AND ROYAEDAND, D.R. MASPESOR, and Goorge Gilson and Co., Leith.

LETH AND ROYTERDAM, D.R. MASPESOR, S. G. G. Leith.

LETH AND HARLUNGEN, John Inketer, Leith.

LETH AND HARLUNGEN, C.T. R. Yole & Co., Leith.

LETH AND BARLUNGEN, D.R. MASPESOR, D.R. MASPESOR, Leith.

LETH AND BY. FETERSBURG, D.R. MASPESOR, Leith.

LIVEN, 2001, AND ROYTERDAM—Wilson Son and Waiter, Water Street, Liverpool,

LIVEN, 2001, NEW YORK AND PHILADRIPHIA SPEAM SHIP CO., 12, Towor Buildings, Liverpool,

LONDON AND SOUTH WESTERN RAILWAY STEAM PACKET CO., Waisrido Bridge Station, Waterloo-road, London,

MARINE SERVICES OF THE MESSAGERIES IMPERIALES, 28, Rue Notro Dame des Victoires, Paris; 1, Place Royales,

MESUE STEAM NAVIGATION COMPANY.—Bonhomme, Seydilis, Enterpreneurs, Qual de la Meuse, Hors la Porta.

NOTE Dame, Mastricht.

NETHERLANDS STEAM PACKET CO. 11, Rood Lane, City, London.
Notice Dame, Mastricht.

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Notice Dame, Mastricht.

Notice Dame, Mastricht.

Notice De Eurore Efram Navigation Company, 84, King William Street, City, London, (E.C.)

Pacific Stram Navigation Co., 37, James Street, Liverpool.

Perissulae And Oriental Stram Navigation Co., 122, Leadenhall-street, London.

ROYAL Mail Stram Packet Co., 35, Moograte-street, London.

ROYAL Mail Stram Packet Co., 35, Moograte-street, London.

RAEDIRIAM STRAM NAVIGATION AND COMMERCIAL Co.—Offices, Odesse.

RAEDIRIAM STRAM NAVIGATION AND COMMERCIAL Co., 15, London Will, London.

SCHEW STRAM SHIPTON CO., 34, Mark Lame, London Dridge, London.

ST. Petrissuling Stram Shipt Offices.—A. G. Robinson, 64, Mark Lame, London.

THOMAS WILSON, SOER, & Co., Railway Street, Hull.

TWO SICLIES MAIL STRAM NAVIGATION COMPANY, Mr. Vicilier, Director, Strade Pillero, Maples.

WEND HARTLEFOL STRAM NAVIGATION COMPANY.—John Sutcliffe, West Hartlefool.

WENDERGH AND CRAFFEL INLANDS STRAM PACKET CO., (Limited).—Joseph Maunders, Manager and Satspiary.

South Query, Weymouth.
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Asiborg to Copenhagen .- Wednesday and Saturday at 5 p.m. Fare, 7th 16sch.

Aarhuus to Corsor.—Daily at 103 a.m. Fare, 3th. 48sch.
Aarhuus to Copenhagen.—Every Saturday Fare, 5th. 16sch.

Aarosung to Copenhagen.—Thursdays at 41 p.m. Fares, 7th. 16sch., and 5th. 16sch.

Agen to Bordeaux-At 5} a.m., in 8 hours.

Aix-les-Bains to Lyons-Monday, Wednesday, and Friday, at 8 a.m. (In six hours.)

Alexandretta to Alexandria and Marseilles, via Beyrouth and Jaffa -- Messageries Imperiales Co.'s Steamers. See page 498.

Alexandretta to Constantinople, via Smyrna.—Messageries Imperiales Co.'s Steamers.

Alexandria to Corfu (direct), about the 7th and 21st of every month. (In about 66 hours.)

Fares, 1st class, £11; 2nd class, £7, (including berth and provisions.) (Via Smyrna.) Every

alternate Sunday, in about 7 days. Fares, 1st class, 100 fl.; 2nd class, 68 fl.

Alexandria to Malta, by her Majesty's packets, about the 20th of each month.

Alexandria to Malta (2) days.) and Marseilles. (6 days)—By the Penipsular and Orienta Steam Navigation Co.'s Steamers, on the 12th, and 28th of overy month.

Alexandria to Malta, (4 days) Gibraltar, (9 days) Southampton, (14 days.)—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 5th and 19th of each month

Alexandria to Malta, (3 days) Gibraltar, (7 days) and Southampton (12 days.)—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 11th, 26th, and 27th.

Alexandria to Marseilles and Italy, via Malta.—Messageries Imperiales Co.'s Steamers,

Alexandria to Syria and Constantinople, via Jaffa (Jerusalem), Beyrouth, Tripoli, Latekia, Alexandretta, Mersina, Rhodes, and Smyrna. Messageries Imperiales Co.'s Steamers, every alternate Monday at 4 p.m.; and to Contantinople, (direct) touching only at Dardanelles, November 1st, and every alternate Saturday. See page 493.

Alexandria to Smyrna and Constantinople. - No information. Fares, to Smyrna, lat class, 75 fl.; 2nd class, 50 fl.; to Constantinople 1st class, 100 fl.; 2nd class, 63 fl.

Alexandria to Syra and Pirceus (Athens), via Smyrna.—No information. Fares, to Syra, 1st class, 81 fl.: 2nd class, 54 fl.; to Pirceus, 1st class, 85 fl.; second class, 56 fl.

Alexandria to Trieste (direct) .- On or about the 7th and 21st of every month, in about 110 hours. Fares, 1st class, £16: second class, £11 (including borth and provisions). (Via Smyrna.) Every alternate Sunday, in about 9 days. Fares, 1st class, 150 fl.; 2nd class, 100 fl.

Algiera to Marseilles .- Messageries Imperiales Co.'s Steamers, Tuesday and Saturday, at noon. See page 493.

Algiers to Marseilles .- First Class Steamers sail fortnightly. By The General Maritime Co.'s Steamer, -once a month.

By Fare Frassinet's Steamer, -once a month.

Alicante to Carthagena, Malaga, and Cadiz.—No Information. Algiers to Cette.—On the 5th, 15th, and 20th of each month.

Alpnacht to Lucerne at 8.0 a.m., and 5.15 p.m.

litons to Amsterdam.—(See Amsterdam to Hamburg and Harburg )

Alkmaar to Amsterdam-At 4i and 11 a.m., and 3i p.m.

Amsterdam to Alkmaar, and Nieuw Diep,—At 9 a.m., and 41 p.m. Amsterdam to Altona.—(See Amsterdam to Hamburg and Harburg.)

materdam to Bordeaux.-(90 hours.) Every three weeks. Fares. 15 and 35frs.

msterdam to Cuxhaven .- By the Steamers to Hamburg and Harburg. Farea, 13 guilders and 10 guilders. Return Tickets available for the year, 18 guilders, and 12 guilders.

msterdam to Christiania,-Fares, 40 and 30 guilders.

materdam to Deventer.—See Amsterdam to Kampen.

materdam to Genoa.—(14 days) monthly. Fares, 125 to 68 guilders.

materdam to Haarlemmer Meer.—On Mondays, Wednesdays, and Fridays, a 2 p.m.

materdam to Hamburgh.—On the 4th, 9th, 14th, 19th, 14th, and let of every month, at midnight, a Steambeat with ample accommodation for passengers, will leave both Amsterdam and Hamburgh. Also, per Stoomysart, on the 4th, 14th, and 24th of each month. Family Tickets for Steat 4 persons at 14 guilders each. Return ditto 22 guilders each. Fares, First Class, 18 guilders; Second Class, 12 guilders; average passage, 33 to 36 hours.

Amsterdam to Harburg .- The communication between these two ports is regularly kept in by two Steamers of the Amsterdam Steamboat Company, conjointly with two Steamboats of the Amsterdam Harburg Company, the dates of departure being previously announced in the weekly newspapers. I ares, 18 guilders; average passage, 13 to 36 hours.

Amsterdam to Harderwyk.—Tueshays, Thurs lays, and Saturdays, 1 p.m., in 5 hours.

Amsterdam to Harlingen—Dally except Mondays, at 7 a.m. Fares—7: 6 f., and 4 f.

Amsterdam to Hoorn.—(4 hours.)—Mendays, Wednesdays, and Fridays, at 34 p.m.

Amsterdam to Holl via Harlingen.—The "Gouvernour Van Ewyck," and "Burgemeester Hullekoper," of 60 horse power, on the 5th, 10th, 15th, 20th, 25th and 30th of each month. Fare Cl.; average passage, 30 hours.

Amsterdam to Kempen - (6 hours.)-Daily at 7 pm.

Amsterdam to Konigsberg. (3) days)—Every fortnight. Fares 30 and 40 florins. Amsterdam to Leer. (30 to 3) hours.)—Monthly. Fares, 12 and 8 florins.

Amsterdam to Leid n .- Duly except Saturday and Sunday at 21 p m. Amsterdam to London.-Every Tuesday.

Amsterdam to Marseilles .- Monthly. Farcs, 100 and 55 florins.

Amsterdam to Stettin...Via Copenhagen.—On the 10th, 20th, and 30th of each month. Fares First Cabin. 40 guilders, Second 25 guilders, provisions not included

Amsterdam to Stockholm .- Via Copenhagen .- The Screw Steam Ship Noord-Holland, Captain T. Blad, will keep up a regular communication between Amsterdam and Stockholm, calling at Copenhagen and making the passage in 5 days, on the 1st of every month; returning from Steckholm on the 15th. Fares, 60 guilders.

Amsterdam and St. Petersburg.—Via Copenhagen.—Twice a month, the dates of departure being previously announced in the local newspapers. Fares, First Cabin 110 guilders, Second Cabin, 80 guilders. Average passage 6 or 7 days.

Amsterdam to Texel .- (8 hours.) - Tuesdays, Thursdays, and Saturdays, at 7 am.

Amsterdam to Zaandam .- The favourite paddle Steamboat "Mercurius," with facilities for conveyance of 450 passengers, leaves during the season, daily at 74, 94, and 114 a.m., 34, 5, and 7 p.m., and on Mondays Wednesdays, and Fridays, and extra boat at 64 and 84 a.m., 2, and 44 p.m.

Amsterdam to Zatphen. - See Amsterdam to Kampen.

Amsterdam to Zwolle. (7 hours)—Dily at 8 a.m.

Ancona to the Piræus (Athens) via Molfetta, Brindisi, Corfu, Cephaloni,

Zante, Patras, and across the Isthmus of Corinth to Piræus.—Every Wednesday, in about 6 days. Fares, 1st class, 88 fl.; 2nd class, 65 fl.

Ancona to Trieste-Every Monday in 16 hours. Fares, 1st class, 19 fl.; 2nd class, 13 fl

Angers to Nantes .- The Couriers de la Loire. 8 a.m., in 5' hours. Fares, 3 france 20 cents, and 2 francs 20 cents.

Antwerp to Goole. - The La Plata, every Saturday. See page 487.

Antwerp to Hull -- Gee & Co.'s Steamer, Alster, every Saturday after 10 p.m. Fares, 20s. : Roturn Tickets, 30s. See page 487.

Hull Steam Packer Company's Steamers, every Wednesday, weather permitting. Fares, 20s. and 10s. See page 492.

Antwerp to Liverpool.—The "Bosphorus." No information.

Antwerp to London. - By the Antwerp Company's Steamer, Baron Osy, every Wednesday, at 1 p m. See page 482.

Antwerp and the Rhine to London-By the General Steam Navigation Company's Steamers every Friday and Sunday, at 11 a.m. Fares, chief cabin, £1 7a.; fore cabin 20s; children under 10 ye. 18 half price. See page 486.

Antwerp to Rotterdam - The Telegraph, No. 3 and 4 -- Daily.

Antwerp to Tamise.—Daily, at 4 p m., and from November 18th, at 3 p m,
Arboga to Stockholm.—Every Wednesday and Saturday at 10 a.m.
Arnheim to Coblems, Cologne, Dusseldorf, and Remagen — By Cologne and
Dusseldorf Co. 's Steamers. See page 498.

Arnheim to Kampen. - Every Monday, Wednesday, and Saturday.

Arnheim to Mayence.—By the Cologne and Dusseldort Co.'s Steamers,—see page 498; and at 14 p.m., by the Netherlands Steam Co.'s Steamers.

Arnheim to Rotterdam-liy the Cologne and Dusseldori Co.'s Steamers. See page 498.

Arona to Intra .- At 6.15 a.m.; 12.35, and 3 45 p.m., daily.

Arona to Magadino .- At 6 15 a.m., and 12.35 p.m., daily.

Arona to Sesto. -At 10.50 a.m., and 4 p.m., daily.

Arth to Zug .- At 10.45 a.m., and 2.35 p.m., in 1 hour.

Athens (Pirseus) to Constantinople direct.—Messageries Imperiales Co.'s Steamers,

periales Co.'s Steamers

Athens (Piracus) to Marseilles, via Massina.—Messageries Imperiales Co.'s Steamers, every Friday, 6 p.m. See page 483.

Athens (Pirceus) to Megara. In 61 hours.

- Athens (Pirseus) to Trieste, via Cape Malapan and Corfu.—Every Friday, in about 2 days to Corfu. Fares, 1st class, 40 fl.; second class, 29 fl.; and in about 4 days to Trieste. Fares, 1st class, 103 fl.; second class, 78 fl.
- Athens to the Dardanelles, via Smyrna.—Every Wednesday, in about 3 days. Faves, 1st class 38 fl.; second class, 25 fl.

Aussig to Leitmeritz. - Daily at 4 p.m.

Aussig to Schandau, Pirna, and Dresden .- Daily at 11 a.m.

Avignon to Valence and Lyons at 4 a.m.

Bandhohm to Copenhagen. Tuesdays, at 9 a.m. Fares, 5th, 16sch., and 3th, 64 sch.

Bayonne to St. Sebastian, Bilbao & Santander.—On the 1st, 5th, 10th, 15th, 20th, and 25th of each month.

Beckenried to Brunnen and Fluelen, at 8.30 and 11.15 a.m., 3.20 and 5.40 p.m.

Bergen to Egersund, Christiansand, Langesund, and Christiania. The "Lindesnes," every Saturday, at 5 a m.

Bergen to Christiansand and Drontheim .- No information.

Bergen to Drontheim, Tromsœ, and Hammerfest. The "Æger,"" Nordcap," "Gler," or "Prinds Gustav."

Bergen to Hamburg, calling at Hougesund, Stavanges and Christiansand. -The "Bergen, "Nordstjernen," or "Jupiter."

Bergen to Lardalsceren .- Every Friday at 5 p.m.

Bergen to Rotterdam .- The "Anna," November 12th, and December 3rd.

Berncastle to Treves.—Tuesdays, Thursdays, and Saturdays, at 2; p.m.; and Mondays and Thursdays, at 6 a.m. in connection with the Railway to Paris, the Rhine Steamers, and the Posts to Luxenburg and Saarbricken.

Beyrout to Alexandria and Marseilles.—Messageries Imperiales Co.'s Steamers, every alternate Thursday, 5 p.m. See page 493.

Beyrout to Constantinople, via Smyrna.—Every alternate Saturday, at 8 p.m., by the Messageries Imperates Co.'s Steamers.

Beyrout to Jaffa.—In 16 hours. Jaffa is 36 miles or 12 hours from Jerusalem. Every alternate Thursday at 5 p.m., by the Messaferies Imperiales Co.'s Steamers.

Biebrich to Goblentz.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

By the Netherlands Co.'s Steamers.—Daily, at 9½ a.m.

Biebrich to Places on the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers See page 498.

By the Netherlands Co.'s Steamers.—Upwards—Daily, at 12‡ p.m (for Mannheim.) Downwards—Daily, at 9‡ a m.

Bilbao to Santander and Bayonne.—The Bidassoa, several times a-month.

Silbao to St. Sebastian and Bayonne.—The Simeon, several times a-month.

lingen to Mayence.—By the Cologne and Dusschlorf Co.'s Steamers. See page 498.

By the Netherlands Co.'s Steamers.—Daily, at 104 a.m.

ingen to Neuwied.—By the Cologne and Dasseldort Co.'s Steamers.—See page 498.
By the Netherlands Co.'s Steamers.—Daily, at 10\frac{1}{2} a.m.

ingen to Places on the Rhine,—By the Cologue and Dusseldorf Co.'s Steamers. See page 498.

By the Netherlands Co.'s Steamers.—Upwards.—Daily, at 101 a.m. (for Mannheim.) Downwards.—Daily, at 101 a.m.

lack Sea Steamers.—The Russian Steam Navigation and Thabing Co.'s Steamers run regularly during the summer season between Odessa and Constantinople, Eupatoria, Sebantapol, Talta, Theodosia, Kertch, Nicolaieff, Kherson, Otchakaff, and vice versa. Also between Kertch and Poti, Redoubt-Kaleh and Soukhoums-Kaleh, and vice versa.

makey to Ader (7 drys.) and Sues (13 days).—By the Peninsular and Oriental Steam Navi-.: gaston Company's Steamers, us the 12th, and 25th of each month.

Bombay to Galle (Ceylon), (5 days.) Penang, (11 days.) Singapore, (13 days.) and Hong Kong, (22 days.)—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 1st and 16th of every month.

Bona to Marseilles, via Stora.—Messageries Imperiales Co.'s Steamers, every Monday, at 6 p.m.

Bonn to Goblentz.—By the Cologne and Dusseldorf Co.'s Steamers, see page 498. At 3.0 p.m. by the Netherlands Co.'s Steamers.

Bonn to Celogne...(Deutz.) -By the Cologne and Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Co.'s Steamers...-Daily, at 4½ p m.

Bonn to Mannheim.—By the Cologne and Dussoldorf Co's Steamers, see page 498.

By the Netherlands Co's Steamers, at 8 a.m., and 3 p.m.

Bonn to Mayence.—By the Cologne and Dusseldorf Co.'s Steamers, see page 498.

By the Natherlands Co.'s Steamers, et 2 n.m.

By the Nethorlands Co.'s Steamers, at 3 p.m.

Bonn to Rotterdam.—By the Cologne and Dusseldorf Co.'s Steamer, see page 498. By the

Netherlands Co.'s Steamers, at 44 p.m.

Boppard to Ceblentz and down the Rhine to Gologne.—Dally, at 104 a.m., 124 and

3] p.m.; to Cobleutz at 7½ p.m.; to Rotterdam, at 2½ p.m.

Boppard to Goar, and up the Rhine to Mannheim.—Daily, at 7½, 9½ a.m., and 8½ p.m.;

to Mayence only, at 112 a.m., 12, and 22 p.m.

Bordeaux to Blaye and Pauillac ... Daily at 7 am, and 2 p.m.

Bordeaux to Copenhagen.—Every 20 days.

Bordeaux to Liverpool.—Every 20 days.

Bordeaux to Havre.-Every 8 days.

Bordeaux to Dunkirk. -Every 15 days.

Bordeaux to La Rochelle.—Every 14 days.

Bordeaux to Dublin. - Every 20 days.

Bordeaux to London.—1st and 15th of every month. Albrecht and Sons, Agents, Berdeaux.

Bordeaux to Amsterdam and Rotterdam—Every 20 days. Passage 3 to 4 days. Farcs (including provisions) 1st class, 80 frs.

Bordeaux to Tonneins and Agen.—At 5 a.m., in 13 or 14 hours. Fares—to Agen, 4 fr. 50 c. and 3 fr. To Tonneins, 3 fr. and 2 fr.

Boston, U.S., to Liverpool—By the British and North American Royal Mail Steam Ships every alternate Wednesday, (calling at Hallfax), Fares, £22 and £16

Boulogne to Polkestone...The South Eastern and Contigental Company's Steam Ships...during the present month according to tide. Average passage, 2 hours. (Full particulars, see pages 478 & 479.

Boulogne to London.—By the General Steam Navigation Company's Steamera.—November 2nd, 5 a.m.; 4th and 5th, 7 a.m.; 7th and 8th, 11 p.m.; 10th, 11th, and 14th, midnight; 16th, 4 s.m.; 18th and 19th, 7 a.m.; 21th and 22nd, 11 p.m.; 24th, 25th, and 28th, midnight; and 30th, 4 a.m. Fares:—chief cabin, 14s fore cabin, 10s.; children under 10 years, half price. Return Tickets, 21s. and 15s. Through tickets from Paris to London, available for ten days 28s., 24s., and 20s. See page 488.

Bregenz to Friedrichshafen—Daily, at 3.30 p.m. per Lindan; Fridaya, 7 a.m., direct.

Brese 12 to Lindau-Daily at 11.15 a.m.: 3.0, 3.30, and 7.15 n m.

Bregenz to Romanshorn.—Daily, at 11.15 a.m., and 3.20 p.m., per Lindau and Friedrichshafen.
Mondays and Thursdays at 4 p.m., per Rorschach.

Bregens to Rorschach—Daily, at 11.15 and 3 p.m., per Lindau. Mondays and Thursdays at 4 p.m. direct.

Brezenz to Schaffhausen-Fridays, 7 a m., per Friedrichshafen.

Brezens to Ueberlingen .- Fridays, at 7 a.m., per Friedrichshafen.

Bremen to Bremerhafen.—Daily, at 5.3) and 11 a.m.; and 3 p.m.; (In 6 hours).

Bremen to Hull.—By the North German Lloyd's Steamers. Every Tuesday morning. Fares.—£2 and £1. See page 485.

Bremen to London.—By the North German Lloyd's Steamers every Thursday morning.—

Breinen to Minden, Hameln, Carlshafen, and Munden By the North German Lloyd's Steamen every Wednesday and Saturday, at 5 a.m.

Briggs (by the Weser) to Stolkenau, calling at Hera and Number On Minder and Friday and an Fares 18 ggr. and 19 ggr.

## STEAM PACKETS.

## [11th Mo.]

Bremen to New York-By the North German Lloyd's Steamer. See page 485. Bremen to Oldenburg .- By the North German Lloyd's Steamers daily.

Bremen to Veregack.—Daily, at 6 and 9 a.m., 12 noon, and 3 p.m.

Bremerhafen to Bremen. Daily, at 6 and 9 a.m.; and 12 noon, in 6 hours.

Brest to Nantes-Daily, at 2 p.m. Fares -24 francs and 18 francs.

Brientz to Interlachen—At 91 a.m., 2 and 6.15 p.m.; Fares—2 fr. & 1 fr.

Brighton (Newhaven) to Dieppe.—By Brighton Steam Packet Co.'s Steamers, in connexion with London, Brighton, and South Coast, and Paris, Rouen, and Dieppe Railway Trains, see p. 477. Brighton (Newhaven) to Jersey—By the Brighton Steam I'acket Co.'s Steamers, in connexion with London, Brighton, and South Coast Railway Trains

Brunnen to Beckenried and Lucerne, 7.40 a.m., 2 and 4.45 p.m.

Brunnen to Fluellen, 9.15 a.m., 12 noon, and 4 p.m.

Cadiz to Gibraltar and Malaga.—On the 3rd, 13th, and 23rd of each month, at 6 p.m., Cadiz to Malaga, Carthagena and Alicante.—Every Thursday at 4 p.m.

Cadiz to Lisbon and Nantes .- On the 10th, 20th, and 30th of each month, at 4 p.m. Calais to Dover-The South Eastern and Continental Steam Packet Company's ships, daily

see pages 478 and 479.

By the English French and Belgian Royal and Imperial Mail Steamers.—Every day at 2.50 a.m.; and every night (Saturdays excepted) at 11 p m .- (Average passage, 14 hour). Fares -chief cabin, 8s. 6d.; forecabin, 6s. 6d.; four-wheeled carriages, £2 2s.; two-wheeled, £1 1s.; horses, £1 5s.; dogs. 2s. 6d. See pages 480 and 481.

Calais to London.-By the General Steam Navigation Company's Steamers.-November 3rd, 5 A.m.; 5th, 9 p.in.; 9th, midnight; 13th, 1 a.m.; 17th, 5 a.m.; 20th, 6 a m.; 23rd, midnight; and 27th, 1 a.m.

Fares-14s, and 10s.; children under ten years, half price. Return Tickets, 21s. and 15s. Through Tickets, from Paris to London 28s., 24s., and 20s. See page 486.

Celcutta to Madras (3 days), Ceylon (Galle) (7 days), Aden (18 days), and Suez (23 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 10th and 24th. In May, June, and July, the Steamers leave Calcutta five days earlier. (Forty hours.) from Sucz to Alexandria.)

Callao to Panama. - The Pacific Steam Navigation Company's Vessels, on the 12th, at 4 p.m., and the 27th, at 10 a.m., touching at all the intermediate ports, and arriving at Panama on the 6th and 21st at 8 a.m.

Capo di Lago to Lugano. 7.15 a.m., and 3 p.m.

Carlshafen to Hameln. - Ivery Monday, Wednesday, Thursday and Saturday, at 9.30 a.m.

Carishafen to Munden (Hanover'.-On Tuesday, Wednesday, Friday and Sunday, at 8 am. Fares, 18 ggr. and 12 ggr.

Cette to Algiers-Every Tuesday.

Cette to Philippevile, Bona, Tunis, and Malta.—Every alternate Saturday.

Cette to Oran and Mostaganern, calling at Barcelona, Valence and Ali-

cante every alternate Tuesday.

Chalons-sur-Saone to Lyons, by the Saone, (86) English miles, or 136 kilometres)

The Steamers leave Chalons at 6, 7, 8, and 9 a.m. daily. The passage is performed in from seven to nine hours. Fares, 8 fr., and 6 fr. Travellers should beware of purchasing tickets from touters. as they frequently sell them for boats not running. They should also carefully avoid being misled by these touters respecting Hotels, as they are employed to disparage the best and praise the worst.

Chaam to Zug.-At 8.30 a.m., and 3.30 p.m. Chicm-See (Bayaria).—Steamers on the Lake, from 15th May to 15th October, twice a day, at 8 a.m and 3 p.m. after arrival of the Coach from Salzburg, Berchtesgaden, Reichenhall, Taunstein, with passengers for immediate conveyance to Salzburg, from Arlachung on the Eastern shore, returning immediately from Prien.

Christiania to Amsterdam (4 days) .- No information. Fares, 40 & 30 guilders.

Christiania to Christiansand.—Every Sunday and Thursday at 7 a.m. Christiania to Langesund, Christiansand, Stavanger, and Bergen. The "Lindesnœs."

Christiania to Drammen.—The Express.

Christiania to Frederikshald—Every Sunday and Thursday, at 7 a.m.

Christiania to Gothenburg and Copenhagen, The Krondprinesse Louise

Christiania to Riel, calling at Fardrankshave, and Nysona.—Every Tuesday, at 12 nees.

Christiania and Christiansand to Hull.—T. B. Morley & Co's Steamer, Ganger Rolf.

On Fridays, November 4th and 18th. Avange passage 48 hours. See page 487.

Christiania to Skien.—Every Monday and Friday at 7 a.m.

- Christiania to Tonaberg.—Rvary Monday at noon and every Wednesday at 8 a.m., calling at DRAMMEN.
- Christiania to Vallee .- The Viken
- Christiansand to Bergen .- No information.
- Christiansand to Christiania.—Every Tueslay and Saturday, at 4 a.m.
- Christiansand to Hamburg .- The Nordstjornen, Bergen or Jupiter.
- Civita Vecchia to Malta, via Naples and Messina.—Messageries Imperiales Co.'s Steamers, every Sunday, at 4 p.m.
- Civita Vecchia to Marseilles, via Leghorn and Genoa... Messageries Imperiales Co.'s Steamers, every Wednesday, at 4 p.m., and via Leghorn every Saturday at 3 p.m.
- Civita Vecchia to Marseilles Direct.—Messageries Imperiales Co.'s Steamers, every Sinday at 10 a.m.
- Civita Vecchia to Marseilles direct.—Two Sicilles Mail S. N. Co.'s Steamers, every Wedday at 8 a.m. See page 488.
- Civita Vecchia to Naples.—Two Sicilies Mail S. N. Co.'s Steamers, every Monday and and Friday at 3 p.m., and every Saturday at 2 p.m. See page 488.
- Civita Vecchia to Naples.—Mossageries Imperiales Co's Steamers, every Wednesday, at 3 p.m., every Sunday at 4 p.m., and every Tuesday at 5 p.m.
- Soblents to Biebrich and Mayence-Castel.—By the Cologne and Dusseldorf Company's Steamers Soc page 498.

  By the Netherlands Co.'s Steamers at 5.30 a.m.
- Coblentz to Bonn.—By the Cologne and Dusseldorf Co.'s Steamers. Fares:—Express, 4fra. 80c.; 1st cabin, 3frs. 50c.; 2nd cabin, 2fra. 19c. See page 498.
  By the Netherlands Co.'s Steamers at 14 p.m.
- Coblentz to Cochem.-Daily at 2 a.m.
- **Coblentz to Cologne.**—By the Cologne and Dusseldorf Co's Steamers. Fares:—Express, 5fra; 1st cabin, 4fra; 2nd cabin, 2fra. 50 cents. See page 436.

  By the Notherlands Company's Steamers, at 1.30 n.m.
- Coblentz to Frankfort.—Every edd day (1st, 3rd, 5th, &c.) at 4 a.m. Fares, 168 and 165 kr.
- Coblentz to Mannheim.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
  By the Netherlands Co.s Steamers, at 54 a.m.
- Goblentz, up the Rhine.—By the Cologne and Dusseldorf Co.'s Steamer. See page 498.
  By the Netherlands Company's Steamers, at 5.30 a.m., for Mayence; and at 12.45 p.m. for Mannhelm daily.
- Soblentz, down the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page. 496.
  By the Netherlands Company's Steamers, at 1.30 p.m. daily.
- Opblentz to Treves.—(On the Moselle,) In one day and a half, passing the night at Berneastel, on Tussdays, Thursdays, Fridays, and Sundays, starting at 6 a.m., in connection with the Railway to Paris, the Rhine Steamers, and the Poets to Luxemburg and Saarbrucken.
- Coblents to Treves. (In one day and a half.) On Tuesdays, Thursdays, and Saturdays, at 5 a.m.
- Clockern to Coblentz.—Daily at 6 am.
- Colico to Como.—Daily, at 2 a.m., and 2.30 p.m.; also, Tuesdays, Thursdays, and Saturdays, at 5 a.m.
- Cologne to Arnheim.—By the Cologne and Dusseldorf Company's Steamers. See page 428.

  By the Netherlands Company's Steamers, at 8 p.m., daily.
- Cologne to Bingen.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
- Gologne-Deutz to Bonn.—By the Cologne and Dusselder! Company's Steamers. See page 494.
  By the Netherlands Co.'s Steamers, daily at 12 noon.
- Sciogne to Coblents.—By the Cologne and Dusseldorf Co. a Steamers. See page 468, At 12 2000, Saily, by the Notherlands Company's Steamers. Fare, ir. 10egr.

- Gelogne to Dunneldorf,—By the Cologne and Dunseldorf Co.'s Steamers. See page 405 By the Notherlands Company's Steamers, at 7 a.m. and 8 p.m., daily.
- Cologne to Dusseldorf, Wezel, Emmerich, Arnheim, Doesborgh, Zutshen, Deventer, Zwolle, Kampen, and Amsterdam, (Bremen, Ramburg, Bull.) every Wednesday and Saturday at 44 a.m.

Cologne-Deutz to Mannheim.—By the Cologne and Dusseldorf Co.'s Steamers. See page 688. by the Netherlands Company's Steamers, at 12 noon, daily.

Cologne-Deutz to Mayence.—By the Cologne and Dusselderf Co.'s Steamers. See page 485. By the Netherlands Company's Steamers, at 12 noon, daily. Fare, 2r. 17sgr

Cologne to Remagen.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

Cologne to Rotterdam. - By the Netherland steamers, daily at 8 p.m. Also by the Cologne and Dusseldorf Co.'s Steamers. See page 498.

Cologne to Wesel.—Daily, at al p.m., by Cologne and Dusseldorf Co's Steamers.

Cologne to Wurzburg.—Goods Steamer, taking l'assengers, several times a-week. Como to Colico .- Daily at 9.30 a.m.; and 7.30 p.m. Also on Tuesdays, Thursdays, and Sature days, at 2 p.m.

Como-Steamers on the lake to and from Colico en route for Chiavenna and the Splugen daily. Constance to Bregenz.—Daily at 7 and 11 15 a.m. On Mondays and Thursdays at 6.30 a.m.

Constance to Friedrichshafen.—Dally, at 7 and 11.15, a.m., 3.45 p.m.; Tuesday and Thurs days. 6 15 p.m., direct

Constance to Linday. -- Daily, at 7 and 11.15 a.m., and 3.45 p.m.; Mondays and Thursdays at 6.30 a m.

Constance to Ludwigshafen.—Daily, at 10.0 a.m., Sunday, Wednesday, and Friday, at 2 p.m. Constance to Meersburg. - Daily, at 7 and 10.0 a.m., and 2 p.m.

Constance to Romanshorn and Rorschach.-Daily at 7 a.m., per Friedrichshafen, 11.15 a.m., and 3 45 p.m., direct; and on Mondays and Thursday, 6.30 a.m., direct.

Constance to Rorschach, 7 a.m., per Friedrichshafen, 11.15 a m., and 3.45 p.m., per Romane shorn; Mondays and Thursdays, at 6.30 p.m.

Constance to Schaffhausen.-Daily, at noon.

Constance to Ueberlingen.-Daily, at 10.0 a.m., and 1 p.m.

Constantinople to Beyrout, via Smyrna, Rhodes, and Larmaca. - Every Thursday. Via Caramania, once in about 10 days. Fures. - 1st Class, 111 ft.; 2nd Class, 76 ft. Via Alexandria. once in about 11 days.

Constantinople to Broussa, via Moudania and Kimlech.—A days a week.—Fares, 1st class. 80 plastres, 2nd class, 40 plastres

Constantinople to Galatz.—Messageries Imperiales Co.'s Steamers, every Monday at noon. Constantinople to Galatz.—Every Wednesday, and thence by Express Boat on Saturday. Sec page 499.

Constantinople to Ibraila, via Varna, Sulma, Tulscha, and Galais.—Messageries Imperiales Co.'s Steamers, every Monday at noon.

Constantinople to Larnaca, (Cyprus,) ria Rhodes and Smurna.—Every Thursday. Pia Caramania, once in 9 daya. Farea.—1st Class, 99 fl.; 2nd Class, 66 fl. Via Alctandria, once in 13 days. Constantinoplo to Marseilles, via Athens and Messina.—Messageries Imperiales Con Steamers, every Wednesday at 4 p.m.

Constantinople to Marseilles, via Smyrna, Syra, (Athens,) and Halla-Messageries Imperiales Co's Steamers, every Friday, at 2 p.m.

Constantinople to the Pirceus, via Gallipoli, Dardanelles, Salonka, and Volo.—Messageries Imperiales Co.'s Steamers, every alternate Friday, at 2 p.m., from Novemberr 11th and direct to the Piraus, touching only at the Dardazelles, every Wednesday, at 4 p.m.

Constantinople to Trebizonde, via Ineboli, Sinope, Sumsous, and Kerassund.—Meangeries

Imperiales Co.'s Steamers, every Monday at 2 p.m.

Constantinople to Trebizonde.—Once a week, in about 3 days. Fares.—Ist Class. 56 5.4 2nd Class, 35 fl.

Constantinople to Smyrna-Every Monday and Thursday in 2 days. Fares. - 1st class, 38 fl., 2nd class, 24 fl.

Constantinople to Syria and Alexandria, via Smyrna, Rhode, Mersia, Alexandrettal Lalakia, Tripoli, Beyrouth, and Jaffa.—Messaucries Imperiales Co.'s Steamers, every alternate Friday at 2 p.m., and to Alexandria direct, touching only at Dardenelles, November 3rd, and tvery alternate Thursday.

Constantinople to Salonies and Volo .- Every Saturday, in about two days to Salonica Fares.—1st Class, 43fl.; 2nd Class, 30fl.; to Vole, in about 3 days. Fares.—1st Class, 46fl.; 2nd

Constantinople to Varna, Messageriss Imperiales Co.'s Steemers, every Monday at a Constantibonie to Varna - Once a week in 28 hours | Farce - let Clean 22 L . and Clean 100 Copenhagen to Amsterdam. See St. Petersburg to Amsterdam, Stettin to Amsterdam, and Stockholm to Amsterdam. 2 1 .

Gopenhagen to Flensburg.—Steamars every Saturday at 6 a.m., and 1 p.m.
Gopenhagen to Fredrikshavn.—On Tuesdays, at 1 p.m.
Gopenhagen to Kiel.—On Mondays and Thursdays, at 2 p.m.; and daily, per rail, via Horsen.

Gopenhagen to Gothenburg and Christiania.—The "Krondprinsesse Louise."
Gopenhagen to Hull.—The Odin, Thor, or L. N. Hvidt, weekly.
Gopenhagen to Leith.—Turebull, Salvesen, and Co.'s Screw Steamer Arcturus. No information.

Copenhagen and Elsinore to Leith,—J. Inkster's Steamers every Wednesday. Copenhagen to Lubeck.—Every Sunday at 2 p.m.; and Wednesday at 12 noon.

Copenhagen to Malmoe. The Haulet and Ophelia, 10 a.m.; and 64 p.m.; on Thursdays at 16 a.m , only.

Copenhagen to Nyborg. -On Wednesdays, at 7 a.m., Via Korscer.

Gopenhagen to Swinemunde and Stettin, -The "Hokla" and "Geiser." Gopenhagen to Wismar. -Every Tuesday and Friday, at 3 p.m.

Copenhagen to Ystadt .- On Thursdays, at 6 p.m.

Copenhagan to Aalborg-Monday and Thursday, 41 p.m. Fares, 17th. 16 Sch.

Cronstadt to Stettin. -The Preussischer Adler, or Wladimir, every Saturday evening. The passage is made in from 65 to 70 hours. Fares, 62 Rthr. 40 Rthr. and 23½ Rthr. One cabin, for 4 persons, 1st class, 273 Rthr.; for 3 persons, 1st class, 205 Rthr.; for 3 persons, 2nd class, 132½ Rthr. These amounts include provisions but not wines. Children under 12 years, half fare.

Dalen to Stroengen, calling at Bandacishie, Triscopt, Apelstaa, Spiosod, and Flaacesumo
—The St. Olaf, every Monday, Wednesday, and Saturday, at 6 a.m.

Danzier to Hull .-- W. & C. L. Ringrose's Steamers Irwell and Swanland, about every 14 days. Dansig to Frauenburg, Pillau, and Elbing.—Every Monday, Wednesday, and Friday. Dantzic to Flensburg. See Flensburg.

Desenzano (Lago di Gardi) to Riva.—In connection with the Trains on the Lombardo Vone. tian Railway.

Deventer to Amsterdam. (101 hours)-Daily, 7 a.m.

Dieppe to Newhaven (Brighton) .-- By the Brighton Steam Packet Co.'s Steamers, in connection with the London, Brighton and South Coast, and Paris, Rouen and Havre Railway trains. See page 477. Dinant to Namur .- (13 hours.) 71, 81 and 114 a.m., 11 and 3 p.m. Fares-1 fr. 75 c., and l fr. 25 c.

Donauworth to Regensburg (Ratisbon).-Daily at 8 a.m.

Dover to Calais .- (1) hour.) By the South Eastern and Continental Steam Packet Co.'s Ships. See pages 478 and 479.

By the English, French, and Belgian Royal and Imperial Mail Steamers, daily, at 4.5 and 114 p.m. Sundays, at 114 p.m. Fares, 8s. 6d. and 6s. 6d.; Children, 4s. 3d. and 3s. 3d. Average passage 14 hour. See page \$80.

Dover to Ostend .- (4 hours.) The Royal Mail Steamers, daily, at 111 p.m., Sundays excepted. See page 481.

Drammen to Horten and Christiania.-The St. Halvard.

Dramm. en to Svelvig, Holmestrand, Horten, and Tonsberg.—The St. Halvard every Tuesday, at 7 a.m. Fares to Tonsberg, 112 and 88 skillings.,

Drammen to Tonsberg .- The St. Halvard, every Saturday, at 7 a.m.

Dresden to Meiszen and Riesa. - 6} a.m. and 3 p.m.; to Meiszen only at 9} a.m. and 5 p.m. Dresden to Pillnits-6, and 10 a m., 2, and 64 p.m.

Dresden to Pirna, Aussig, Schandau, and Leitmeritz.—6 a.m., in 12 hours.

Dresden to Pirna and Schandau .-- 2 p.m.

Dresden to Tetschen .- 6 and 8 a.m., in 6 hours.

Brobak to Christiania .- The "Viken" every Monday morning.

Drokningholm to Stockholm.—Every week-day at 8, 10, 12, 3, 5, 7, and 8 o'clock.

Drontheim to Bergen, Christiansand and Hamburg.—Calling at intermediate Stations.—The Nidelven and Hakon Jarl, every alternate Sunday.

Drontheim to Tromsœ and Hammerfest.

Dundee to Hamburg, —( days.) The Hamburg, from the Stream. We information. Tures—
40s, and 30s. Return Tickets available or Return direct, or see London, 60s. and 46s. · Libert Baren Dundeé to Rotterdam.—The Queen.

Dunkirk to Hamburgh.-Once a week.

Dunkirk to Havre. Once a week Fares, cabin, 25f., fore cabin, 15f.
Dunkirk to Hull.—The Hull Steam Packet Company's Steamers every Wednesday morning. See page 492

Dunkirk to Hull .- Lofthouse Glover and Co.'s Steamer, Harlequin every Saturday. Fares, 15a and los.

Dunkirk to London.—By the Sciew Steam Shipping Co.'s Steamers, Sir Robert Peel, or Lord John Russell, November 4th, 7 a.m.; 8th, 11 p.m.; 12th, midnight, 18th, 6 a.m.; 22nd, 11 p.m.; and 26th, midnight; (weather permitting). Fares—10s., and 7s.; children under 10 years, halfprice. Stewards fee, is 60 lbs. of Lugrang allowed to each chief Cabin Passenger free.

Dunkirk to Liverpool.—The Gannet. November 15th and 17th. Cabin fare, £1 2s. 6d.

Dunkirk to Rotterdam .- Prins Van Orange. Every Saturday, according to tide. Fares. First Class, 30 frs.; Second Class, 20 frs. The passage is made in 12 or 14 hours.

Dusseldorf to Mayence-By the Cologne & Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Co's Steamers. - Daily, at 3 a.m.

Dusseldorf to Rotterdam .- By the Cologne and Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Company's Steamers, at 11 p.m., daily.

Ebensee to Gmunden .- At 8 a.m., 12 noon; 4 and 6 p.m. - Fare, 1 fl.

Eidsvold to Lillehammer, calling at Minde, Gillund, Hamar, N.Ess, Smervicen, Gjervic, HEGENHOUGEN, RINGSAKER, and BIRI-By the Dronningen every Monday, Wednesday, and Friday, at 10.30 am. By the Jerubarden and S. Ribhadner, every Tuesday Thursday and Saturday, calling at all the above Stations at 10 a.m. Fares, 1st Class, 154 sk.; 2nd Class, 88 sk.

Elbing to Danzig .- By the Liuau, every Tuesday, Thursday, and Saturday, at 7 a.m.

Eibing to Pillau and Konigsberg.—By the Fulton, on Tuesdays, Thursdays, and Satusdays, at 7 a.m. Fares, Eibing to Königsberg, 1st Cabin, 1 R.; 2nd Cabin, 20 agr.; to Pillau, 1 R., and 20 sgr.; Königsberg to Pillan, 20 and 15 sgr.

Elsineur to Amsterdam, See Copenhagen to Amsterdam. Fares the same.

Emmerich to places on the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

By the Netherlands Co.'s Steamers. Upwards - Daily at 6 p.m. Downwards - Daily at 6 a.m.

Farsund to Bergen.—The Lindesness or Æger, every Sunday, at 4 a m.
Fjærestrand to Uhlefos.—The Statsraad Stang, every Monday at 12 noon, Wednesday, Thursday, and Saturday, at 7 a.m.

Fjærestrand to Akerhowgen.—Every Tuesday at 12 noon, arriving at 14 p.m., returning in in the evening.

Flekkeford to Bergen.—The Lindesnas or Æger, every Sunday, at 7 a.m. Flensburg to Corseer.—Every Monday, Wednesday and Friday, at 9 a.m.

Flensburg to Danzig and Stettin .- Every Wednesday; returning every Thursday. Plessingue to Antwerp.—Every Wednesday in the morning. Fare, 9trs. 50c, and 5 frs. 22c. Pluelen to Luzern, calling at Beckenning.—7.0 a.m., and 1.15 and 4.15 p.m.
Polkestone to Boulogne—The South Eastern and Continental Steam Packet Co.'s Ships. During

the month, according to title. Average passage, 2 hours. For full particulars, see pages 478 & 479

Frankfort to Bingen.—Daily at 2½ p.in. Fares, 64 and 52 kr.

Prankfort to Cologne.—Daily, at 51 a.m.

Frankfort to Offenbach, Hanau, Aschaffenburg, Miltenberg, and Werthelm Monday, Wednesday, and Friday, at 5 a.m., in 14; hours. Fares to Werthelm, 2fl. 12 kr., and 1fl. 48 kr.

Frankfurt-on-the-Oder to Stettin .- Wednesday and Saturday, at 5 a.m.

Frederikshald to Christiania.—Every Monday, and Wednesday, at 7 a.m.

Fredriksvorn to Laurvig, Langesund, and Skien.—The Trafik, every Saturday at 6 p.m., or after the arrival of the Nordcap from Christiana. Fares to Skien, 72 and 60 ski.dings. Prederickshald to Christiania. - Every Monday and Wednesday at 7 a.m.

Prederikshald to Stromstad and Gothenburg.—The Necker, every Tuesday.

Uddevalla, every Friday at 5 p.m.

Frederikshavn to Christiania. - Calling at Intermediate Stations. Every Sunday at 8 a.m.

Frederikahavn to Nyborg and Kiel.—Every Wednesday at 6 a.m. Freiburg to Hamburg, calling at Stade and Blankensee, at 64 p.m.

Friedrichshafen to Bregenz.—Daily, at 10.15 a.m. and 1.15 p.m.; and Fridays, at 5 a.m.

#### STRAM PACKETS.

- Friedrichshafen to Constance.—Dally, at 9.15 a.m. and 1.5 p.m. Tuesdays and Thanksty. 3 p.m.; Mondays and Thursdays, 6.45 p.m., per Romanshorn.
- Friedrichshafen to Langenargen,—Daily at 10.15 a.m.; Fridays and Saturdays, at 5 a.m.
- Friedrichshafen to Lindau.—Daily, at 10.15 a.m. direct; 40 a.m. and 1.15 p.m. per Rossefiack, Saturday, 5 u.m. direct.
- Friedrichshafen to Ludwigshafen.—Daily at 9.25 a.m.
- Ffiedrichshafen to Meersburg.—Daily, at 9.25 a.m. direct; Tuesdays 1.5 p.m. per Romanshorn.
- Priedrichshafen to Romanshorn,-Daily, at 9.15 a.m.; 1.5 and 6.45 p.m.
- Priedrichshafen to Rorschack,-Daily, at 4.0 and 9.15 a.m.; 1.15 and 6.45 p.m.
- Friedrichshafen to Schaffhausen.—Daily, at 9.15 a.m. per Romanshorn; and 9.25 a m., per Meersburg.
- Friedrichshafen to Weberlingen.-Daily, at 9.25 a.m.
- Galatz to Constantinople.—On arrival of Express Boat from Vienna, every Thursday by Express Steamer of the Austrian Lloyd's Co., reaching Constantinople on Sunday. See page 498.
- Galatz to Peath, Saturday, by Express Boat, on arrival of the Austrian Lloyds' Express Steamer from Constantinople; ordinary journey, every Saturday by Goods Steamers to Orsova, thence by usual Steamer to Peath.
- Galatz to Odessa.—Every Thursday morning on arrival of the Express Steamer from Vienne, reaching Odessa on Saturday. See page 495.
- Galatz to Vienna .- Every Thursday and Saturday. See page 495.
- Galway to the United States and Canada.—The Atlantic Roysi Mail Steam Navigation Co.'s Steamers. The Prince Albert, November 12th. See page 493.
- Geneva to Hermance, Nernier, Thonon, Evian, and Ouchy. Daily at 5.45 a.m.
- Géneva to Morges, Lausanne, and Villeneuve.—At 7 and 9 am., and 3 p.m. The 7 am. boat touches at Chillon.
- Genoa to Leguorn, Civita Vecchia, Naples, Messina Malta, and hence to the Levant and Egypt.—Hesssageries imperiales Co.'s Steamers, every Friday at 2 p.m.
- Genoa to Leghorn, Civita Vecchia, and Naples. Two Sicilies Mail S. N. Co, a Steamers, every Wednesday at 6 p.m. See page 488.
- Genna to Marseillas.—Two Sicilies Mail S. N. Co's Steamers, every Friday at 8 p.m. Sterpage
- Gibraltar to Malaga-On the 4th, 14th, and 24th of each month, at 6 p.m.
- Gibraltar to Cadiz, Lisbon, & Nantes, -On the 8th, 18th and 28th of each month, at 4 p.m.
- Graunden (Traungee, Austria) to Ebennee.—Four times a day. To correspond with kulway and Omnibases. Fare, 1d. Omnibus to Ischl. Fare, 50kr.
- Goar to places on the Rhine—*Tywards*—To Mayonce, daily, at 3‡, 8‡, and 10‡ a.m.; 12‡, 2½, and 4‡ p.m.; to Mannheim, at 8‡ and 10‡ a.m.; 4‡ p.m. *Downwards*—Daily at 9.45 and 11‡ a.m. and 3.15 p.m. (as far as Cologne only); at 1.45 p.m. to Rotterdam; and at 6‡ p.m. (to Collegian). By the Metherlands Company's Steamers.—*Upwards*, daily, at 8‡ a.m. for Mannheim. *Downwards* daily, at 11‡ a.m.
- Goole to Antworp -- H. T. Watson Co.'s Steamer La Plata every Wednesday morains. See
- Goole to Rotterdam- The Norfolk, every Sunday morning early. Sea passage 17 hours.
- Gothenburg to Stromstad and Frederiksheld-
- . Gothenburg and Christiania,-No information.
- Gothenburg to Copenhagen. The Eronprindresse Louise.

- Gothenburg and Copenhagen, direct by night to Flensburg.—per Hailand, from Gothenburg every Tuesday at 6 a.m., calling at Warberg and Halmstad, where the ship remains all night; on Wednesday morning calls at Heishingborg and Landscrona, and reaches Copenhagen, at 4 p.m.; on Thursday morning crosses to Malmo.
- Gothenburg to Hull .- (2 days). The Kingston or Hawk every Friday.
- Gothenborg to Linkcoping. Every Tuesday, at 12.30 p.m.
- Gothenburg to Stockholm.—By the Gota Canal and the Lakes Wenern and Wettern, in about 60 hours. Fares, about 22 Rd.
- Granville to Jersey...The Jersey Steam Packet Co.'s Steamer Rose; November 3rd, 10 a.m.; 6th, 5.30 a.m.; 10th, 5.30 a.m.; 13th, 7 a.m.; 17th, 9 a.m.; 20th, 5 a.m.; 24th, 5 a.m.; and 37th, 6 a.m. Fares-Chief Cabin, 8s.; Fore Cabin, 5s.
- Grimsby to Hamburg.-Every Saturday evening. Average passage 40 hours.
- Grimsby to St. Petersburg.-Ceased running for the season.
- Guernsey and Jersey to Southampton.—The London and South Western Royal Mail Steam Packets, every Monday, Wednesday. and Friday. Also, the Atalanta every Wednesday. See page 484.
- Guernsey to London.—The Metropolis every 10 days. Fares, 12s. 6d. and 9s. Average passage 28 hours.
- Guernsey to Plymouth.—The Sir, Walter Raleigh. Every Friday morning, at 10 o'clock Average passage 74 hours. Fares, 18s., 12s., and 7s. Return Tickets a fare and a half.
- Guernsey to Weymouth.—(6 hours). The Weymouth and Channel Islands Steam Packet Co.'s Steamers every Monday and Thursday, at 8 a.m. Fares, 18a., and 12s.
- Gulnar (Relendri) in Asia Minor.—By sailing-boat to Cyprus, at 6 a.m.; distance, about 60 mls, Hadelands Glasycerk to Odnes (on the Randsflord)—Every Monday and Friday at 8 a.m.
- Mamburg to Amsterdam—On the 9th, 19th, and 29th of each month, per Stoomvaart. See also Amsterdam to Hamburg.
- Hamburg to Cunhaven. Every Tuesday, Thursday, and Friday, in the morning.
- Hamburg to Bergen and Droutheim.—Calling at Christiansand, Stavanges, Hodgesund Aalesund, Molde, and Christiansund.
- Hamburg to Christiania, calling at Christiansand, Abendal, and Langesund.—The St. Old. Hamburg to Dundec.—The Hamburg every 14 days. No information.
- Hamburg to Freiburg, calling at Blankenses and Stade—Every week-day at 3 p.m.; and Sundays at 4 p.m.
- Examburg to Harburg. -- 64, 9, and 11 a m.; 14, 34, 5, 64, and 74 p.m., in about 14 hours.
- Hamburg to Hoopte,-Monday, Thursday, and Saturday, at 3 p.m.
- Hamburg to Hull—By the Hull Steam Packet Co.'s vessels. Fares £2, £1, and 10s. See page 492 T. W. Peters' Steamers, every Thursday. Average passage 42 hours. Fare—Cabin, £2; Return tickets. £3.
  - Lofthouse, Glover, & Co.'s Steamers. Helen M'Gregor, November 5th and 15th; and Lord Cardigan, November 12th and 26th.
- Hamburg to Liverpool.—(5 days)—The Steamers Retriever and Gambia. Ceased for the season. Hamburg to Leith.—The Snowdoun, or Best Bower, every Saturday evening.
- Hamburg to London.—By the General Steam Navigation Company's Steamers.—November 2nd, 5 a.m.; 5th, 8 a.m.; 8th, midnight; 12th, 2 a.m.; 16th, 5 a.m.; 19th, 7 a.m.; 22nd, 11 p.m.; 28th, 2 a.m.; and 30th, 4 a.m. Farcs—Chief Cabin, £2; Fore Cabin, £1 5s Children under 10 years half fares. Provisions may be obtained of the Steward by arrangement, at one charge for the voyage, viz.:—In chief cabin, 10s.; fore cabin, 7s. 5d. See page 408.
- Hamburg to Neuhaus, calling at Stade, Bosch, and Bunnshuttels—Every Mouday, Wednesday, and Friday, at 7 a.m.
- Mamburg to Newcastle.—The Tyne and Continental Steam Navigation Co.'s Steamers. No information.
- Manubury to New York.—The Hambury American Ca.'s Steamers, calling at Southampton,
  "hit and 18th of each month. See page 489
- Maimburg to Stade, calling at Blanguage, Sanuar, Leur, and Zwiermerrer. Daily, except Sundays, at 23 and 35 p.m., in 24 hours.

Hamburg to West Hartlepool.—The West Hartlepool S. N. Co.'s Steamers, every Tuesday and Friday evening. Fares-Cabin £1 10s.; Return Tickets, £2.

Hamburg to Wischhafen-At 21 p.m.

Hameln to Minden (Prussia) — By the North German Lloyd's Steamers, every Thursday, and Sunday at 8 a m.

Hameln to Carlshafen .- By the North German Lloyd's Steamers, Monday, Tuesday, Thursday, and Saturday, at 6 a.m. Fares, 36 ggr. and 24 ggr.

Hammerfest to Tromson, Drontheim and Bergen.—The "Æger," "Nordcap," "Gler," or "Prinds Gustav."

Hammarfest to Vadsos.—The "Gyller," once a week. Harburg to Amsterdam.—See Amsterdam to Harburg.

Harburg to Hamburg. -71, 9, and 10f a.m.; 11, 5, and 7 p.m., in about 11 hours.

Harburg to Hull. -The Harburg England Steam Navigation Co.'s Steamer, every Saturday evening, (weather permitting.) Average passage 48 hours.

Harderwyk to Amsterdam. -(5 hours) Monday, Wednesday, and Friday, at 8 a.m.

Harlingen to Amsterdam - Daily except Tuesdays, at 8 a.m. Fares-7f., 6f., & 4f.

Harlingen to London.—By the Scrow Steam Shipping Co.'s Steamer, Citizen. Every Wednesday

Harlingen to Hull.—A Screw Steamer leaves every Wednesday. Havro to Caen-daily, in 4 hours. Fares, 6f, and 5f.

Havre to Cherbourg-Every Sunday in 12 hours. Fares, 12f. and 10f.

Havre to Honfleur .- Twice daily. Fares-1st class, 11 francs; 2nd class, 1 franc. On Fetedays and Sundays, 2 francs and 11 francs.

Havre to London .- By the General Steam Navigation Company's Steamers .- November 2nd, 8 a.m.; 9th, 1 p.m.; 16th, 4 p.m.; 23rd, noon; and 30th, 4 p.m. Fares—Chief Cabin 14s.; Fore Cabin, 10s. Return Tickets, 21s, and 15s. Children under 10 years, half-price. Through tickets l'aris to or from London 28s. and 20s. See page 486.

Wavre to Liverpool.-Every Monday.

Havre to New York and the Brazils .- Monthly.

Havre to Rouen .- Daily.

Havre to Rotterdam-The Bordeaux and Seine, on the 4th, 14th, 19th, 24th, and 29th. Fares-(provisions not included,) 1st class, 25frc.; 2nd class, 15frc.

Havre to Southampton .- The London and South Western Railway Company's Steamers-November 2nd, 11.45 p.m.; 4th, 7 p.m.; 7th and 9th, 8.30 p.m.; 11th. 11.45 p.m.; 14th, 9.30 p.m.; 16th, 11.45 p.m.; 18th, 5.30 p.m.; 21st and 23rd, 8.30 p.m.; 25th, 11.45 p.m.; 28th, 9.30 p.m.; and 30th, 11.45 p m. Sea page 484.

Havre to Spain-Once a month. Fares to San Sebastian 120f., Santander 150f., Corunna 253f. Cadiz 360f., Malaga 400f.

Heidelberg-Manuheim to Heilbronn-Daily, at 6 a.m., in 12 or 13 hours. Fares, 1st cl., 3 fl. ; 2nd cl., 2 fl.

Heilbronn to Heidelberg-Mannheim.—Daily, at 7 a.m., in 6 hours.—Farcs, 3fi and 2fi.

Helsingborg and Helsigor to Copenhagen-6 a.m., 21 and 71 p.m.

Hitterdal to Ulefoe, Gvarv, Akerhougen, Fahrvolden, and Fjoerestrand.— Every Tucsday, at 5 a.m.; Wednesday, Thursday, and Saturday, at 2 p.m. Fares to Fjoerestrand. 90 and 34 skillings.

Hoorn to Amsterdam .- Daily at a.m., Sundays excepted.

Homberg (Ruhrort) to places on the Rhine.—Upwards—Daily at 31 and 101 p.m. Down wards—Daily at 1.15 and 11 a.m.

Honfieur to Havre .- Twice daily. See HAVER.

Hong Kong to Manilla (4 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 9th and 24th of every month.

Hong Kong to Shanghai, (5 days).—By the Peninsular and Oriental Steam Wavigation Company's Steamer, on the 10th & 27th, with Mails & Passengers brought to Hong Kong per Steamer of the 4th of the previous month from Southampton.

Hong Kong to Singapore, (6 days), Penang, (10 days), Galle (Ceylon), (16 days), and Bombay, (21 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 15th and 20th. During the S. W. Monsoon an allowance is made in the dates of the Steamers leaving Hong Kong, Shanghai, and Manilla.

- Hoopte to Hamburg .- Monday, Thursday, and Saturday, at 71 a.m.
- Horsens to Odense and Copenhagen. Every Wednesday.
- Horten to Drammen. -The St. Halvard, every Friday at 12.15 p.m. Fares 84 and 56 skillings.
- Hull to Amsterdam.—The Screw Steamers Gouverneur van Ewyck, and Burgemeester Huldekoper, every Wednesday evening. N. Veltmann & Co., Agents. Average passage, 30 hours. Fare, £1.
- Hull to Antwerp,-Gee & Co.'s Steamer, Alster, every Wednesday, as soon after 4 p.m., as the tide permits. Fares, 20s. Return Tickets, 30s. See page 487.
  - The Hull Steam Packet Company's Steamers, weather permitting, (carrying Post Office letter-
- bags,) every Saturday evening. Average passage 26 hours. See page 402 Hull to Bergen.—The Anna, Friday November 4th and 25th. Fare, £3 3s. and £2 2s.
- Hull to Bremen.—The North German Lloyds' Steamers, every Saturday evening. N. Voltmann and Co., Agents. Average passage 36 hours. Fares, £2 and £1. See page 485.
- Hull and Grimsby to Cronstadt.—Bailey and Leetham's steamers, the St. Petersburg Moscow, Russian, and Southampton. Weekly during the season.
- Hull to Christiansand and Christiania. T. Wilson, Sons and Co.'s Steamer, Scaudinavian, Friday, November 4th and 18th. Average passage two days.
- Hull to Christiansand and Christiania. T. B. Morley and Co.'s Steamer, Ganger Rolf., on Fridays November 11th and 25th. Average passage 18 hours. See page 487.
- Hull to Copenhagen .- T. Wilson, Sons, and Co.'s Steamers .- The Baltic, Sea Horse, or Irwell, weekly. Average passage 21 days.
  - The Danish General Steam Navigation Co.'s Steamers, Odin, Thor, or L. N. Hvidt, weekly Average passage 65 hours.—Sahlgreen and Carrall, Agents.
- Hull to Copenhagen and St. Petersburg. -- Gee & Co.'s Steamers ceased for the season, will resume again about May, 1860.
- Hull Steam Packet Company's Steamers, (carrying Post Office letter bags), weekly, during the Bultic season. See page 495 .
- Hull to Cronstadt and St. Petersburg.—Thos. Wilson Sons & Co.'s Steamers, Baltic, Arctic, or Atlantic, once a-week.
- Hull to Danzig.-W. & C. L. Ringrose's Steamers. Irwell and Swanland, about every 14 days.
- Hull to Dunkirk .- The Hull Steam Packet Company's Steamers. Average passage 24 hours Every Saturday evening. See page 492.
- Hull to Dunkirk .- Lofthouse, Glover & Co.'s Steamer, Harlequin, every Wednesday.
- Hull to Gothenburg.—(2 days.)—T. Wilson, Sons, & Co.'s Steamer, Kingston, or Hawk, 7 o'clock every Saturday morning.
- Hull to Hamburgh.—The Hull Steam Packet Co.'s vessels (carrying the Royal Mails)—every Tuesday evening. Fares-£2, £1, and 10s. Average passage 42 hours. See page 492.
  - Lofthouse, Glover & Co.'s Steamers, November 5th, 12th, 19th and 26th. Fares: Best Cabin, £2; Fore Cabin. £1. Return Tickets extending over one month - Best Cabin, £3; Fore Cabin £1 10s. -Average passage, 38 to 40 hours.
- T. W. Peters' Steamers every Thursday evening. Best Cabin Fare, £2. Return Ticket, £3.
- Hull to Harburg. -The Harburg England Steam Navigation Co.'s steamers every Saturday night, as soon after 6 p.m. as the tide will permit. George Cammell, Agent, Hull.
- Hull to Kampen.—Every Wednesday.
- Hull to Konigsberg. T. Wilson, Sons, & Co.'s Steamer to suit the Trade. Average passage 4 days.
- Sahlgreen & Carrall's Steamers Odin, Thor, L. N. Hvidt, weekly. Average passage 4 days.
- Hull to Leer.—The Corkscrew, every 10 days. Bailey and Leetham, Agents.
  Hull to London.—By the General Steam Navigation Company's Steamers.—Every Wednesday and Saturday. Fares, 6s. 6d. and 4s. Return Tickets, 9s. 9d. and 6s. 6d.
- Hull to Riga.—The Arctic, every three weeks as long as the navigation continues open. Fred. Helmsing & Co., Agents.
- Hull to Rotterdam.—W. II. H. Hutchinson's steamer—The Sea Gull, or Hawk, every Wednesday,
  W. & C. L. Ringrose's Steamer, "Sea Horse," or other screw steamer, every Saturday. Fares—
  Single fickets, 21., Steward's fee, 2s. 6d.; Deck, 7s. 6d., Return tickets, 30s. See page 488.
- Geo. Lawson jun; and Co's Steamers.—The Enchantress every Wednesday, and the Ocean Queen every Saturday, according to tide. Fares.—Best Cabin, 15s., Steward's fee, 2s. 6d.; Deck 10s.; Return tickets, 25s. Average passage, 24 hours.

Hull to Stockholm, (via Gothenburg) T. Wilson, Son. & Co.'s Steamers, Hawk or Kingston, every Saturday at 7 a.m.

Hull to St. Petersburg.-T. Wilson, Sons, and Co.'s Steamers, every week or 10 days.

Hull (Grimsby) to St. Petersburg.—The Hull Steam Packet Co.'s Steamers, Weekly during the season.

Geo & Co.'s Steamers will resume sailing about May. 1860.

Bailey and Leetham's Steamers, The St. Petersburg, Labuan, Russian, and Cossack. Weekly during the season. See page 491

Hall to Stettin. (3; days,)-The Swanland, Irwell, or Secret, once a week.

Hall to St. Michael's, Azores ... T. Wilson, Sons, & Co.'s Steamer, The Humber, to suit the

Hull to Tonning .- J. A. Dunkerley and Co.'s Steamer, No information. Average passage 2 days.

Hull to Zwolle.-The Minister Thorbecke, every Tuesday.

Hay to Liege. The Mouse Steam Navigation Co.'s Steamers. Dully at 8 a.m. and 3 p.m.

Huy to Namur. -The Meuse Steam Navigation Co.'s Steamers. Daily, at 9 a.m., and 3 p.m.

Iceland via Faros to Leith, -Turnbull, Salveson & Co.'s Screw Steamer, Arcturus. No information. Fare-Cabin, £5; provisi us extra.

Interlachen to Brientz.—8 and 10f a.m., and 5 p.m., in I hour.

Interlachen to Thun .- See Neuhaus.

Intra to Arona.—at 5.45 and 9.0 a.n.; and 1.35 p.m. daily. Intra to Sesto. Daily at 9.0 a.m., and 1.35 p.m. Intra to Magadino.—At 7.35 a.m., 2.35, and 6.30 p.m., daily. Ionkopling to Stockholm.—Every 3 or 4 days

Jaffa (Jerusalem) to Alexandria and Marseilles.—Messageries Imperiales Co.'s Steamers, every alternate Friday, 6 p.m. Passage to Alexandria, about 36 hours.

Jaffa (Jerusalem) to Constantinople, via Smyrna,—Messageries Imperiales Co.'s Steamers every alternate Wednesday, 3 p.m.. See page 502.

Jersey to (Newhaven) Brighton--The Brighton Steam Packet Company's steamers, in connexion with the London, Brighton, and South Coast trains, November 1st, 8 p.m.; 8th, 3 p.m.; 15th, 7 pm.; 22nd, 2 p.m., and 29th, 7 p.m. See page 483.

Jersey to Granville .- The Jersey Steam Packet Co.'s Steamer Rose. November 2nd, 6.30 a.m., 4th, 8 a.m., 9th, 11 a.m., 11th, noon, 16th, 6 a.m., 18th, 8 a.m., 23rd, 11 a.m., 28th, noon, and 30th, 6 a.m. Fares:—Chief Cabin, 8s.; Fore Cabin, 5s. Average passage, 24 hours.

Jerney (via Guernsey) to London.—The Metropolis, every ten days, giving passengers two days at Guerraey. Fares 12s. 6d. Capt. J. Coker, Agent, Jersey.

Jersey (via Guernsey) to Plymouth-The Sir Walter Raleigh, every Friday, at 7.30 a.m., (calling at Guernsey about 2 hours after.) Fares: -21s., 14s., 8s. Return Tickets, a fare and a half

Jersey (calling off Guernsey about 14 hour afterwards) to Southampton.—The Royal Mail Packets in connection with the London and South Western Railway, every Monday, Wednesday, and Friday, at 7.0 a.m.; also, the Atalauta, every Wednesday, November 2nd, 9 a.m., 9th, 7 a.m., 16th. 9 a.m., 23rd, 7 a.m., and 30th, 9 a.m. See page 494.

Jersey (calling off Guernsey about 11 hour afterwards) to Weymouth, -- Every Tuesday, and Saturday, at 6.30 a.m. Fares-ist class, 18s.; 2nd class, 12s. See page 484.

The Weymouth and Channel Islands Steam Packet Company's Steamers, every Monday, and Thursday, at 6.30 a m. Average passage 8 hours. Fares—list class, 18a; 2nd class, 12s.

Return Tickets available for 28 days, 1st class 30s., 2nd class 20s.

Jersey to St. Malo. The Alar, November 5th and 12th, 18.30 a.m.; 19th and 26th, 10 a.m. Fares: 6s. and 3s. Return Tickets available for a month, 9s. land 4s. 6d. E. C. Gallichan, Agent, 4, Bond-street, Jersey. See page 488.

Jersey to St. Malo, (2 hours) — The Jersey Steam Packet Co.'s Steamer, Venus. November 2nd, 8 a m; 5th, 11 a.m.; 9th, 1 p.m.; 12th, 6 30 a.m.; 16th, 8 a.m.; 19th, 10 a.m.; 23rd, 1 p.m.; 26th, 6.30 a.m.; and 30th, S a.m. Fares, 8s. and 5a.

Kampen to Amsterdam .- (6 hours.) Daily at 1 p. m.

Kiel to Christiania, calling at Nybone and Francesmann, every Saturday at 11 am., after arrival of the train from Altona.

Kiel to Capenhagen every Tuesday and Friday at 9 p. m., and daily, via Korser at 9 p.m. Kick to Predrickshaven every Saturday at 11 a.m.

Mict to Mercer.—The Viken.

Mict to Nyborg, daily, via Korssen, at 9 p.m., and every Saturday at 11 a.m.

Liel to Nyeborg, Prederickshaven and Christiania—Every Friday, at 10 p.m.

Kenigaberg to Hull .- The Odin, Thor, or L. N. Hivdt, weekly.

conigations to Memel-in 12 to 14 hours. Morning early. Fares, 3 th. 10 sgr., and 2 th. Ronigsberg to Pillau and Elbing—By the Fulten, on Mondays, Wednesdays, and Fridays at 7 am. Fares—Konigsberg to Elbing, 1st cabin, 1 ll.; 2nd cabin, 20 sgr.; to Pillau, 20 sgr.

and 15 agr. Pillau to Elbing, 1 R. and 20 agr.

Konigsberg to Pillau, Fahrwasser, & Danzig-Every Tuesday, Thursday, and Seturday. Konigsberg to Pillau, Swinemunde, and Stettin,—The "Konigsberg," or "Ostsee," on the 4th, 6th, 12th, 16th, 20th, 24th, and 28th of every month, at 5 a.m.—Fares to Stettin, 5 thir., 3 thir., and 2 thir.; to Pillan, 20 sgr., and 15 sgr.

Konigs-See. -- Bavaria -- Boats of any size may be had upon the Lake, at from 16 kg. to 1 fl. per day. Konigswinter to Coblentz.—By the Cologne & Dusseldorf Cc.'s Steamers, see page 498; and

at 31 p.m., by the Netherlands Co.'s Steamers.

Konigswinter to Bonn and Cologne.—By the Cologne and Dusseldorf Co,'s Steamers' see page 496; and at 4 p.m., by the Netherlands Co.'s Stcamers.

Konigswinter down the Rhine to Rotterdam.—By the Cologne and Dusseldorf Co.'s Steamers, see page 498; and at 4 p.m., by the Netherlands Co.'s Steamers.—Korsoer to Horsens.—The "Diana", Every Saturday about 101 a.m.

Korser to Kiel .- The "Viken."

Morsor to Flensburg .- The "Diana," every Monday and Friday afternoon.

Mersor to Drobak .- The "Viken."

Keeping to Stockholm.—On Wednesdays and Saturdays, at 10 a.m.

Kussnacht to Lucerne.—At 10.30 a.m.; and 2.25 p.m. Langenargen to Bregenz and Lindau.—Daily at 10.50 a.m.

Zangenargen to Constance, Ludwigshafen, Meersburg, Schaffhausen, and Ueberlingen.—Fridays and Saturdays, at 7.40 a.m.

Langenargen to Friedrichshafen and Romanshorn.—Daily, at 4.40, p.m.; and on Fridays and Saturdays, at 7.40 a.m.

Langenargen to Rorschach, Daily at 10.50 a.m., per Lindau, and 4.40 p.m.; Frieses and Saturday's at 7.45 a.m., per Friedrichshafen.

Pago di Como.—Steam-boats daily from Como to Domaso and Colleo. Fares 2 fl.

Lago di Garda.—Steam-boats daily from Riva to Desenzano, stopping at Garda and several other places. In correspondence with the trains on the Lombardo Venetian Railway. Fares there and back, 4 Austrian lire, and 2 ditto.

Lago Maggiore. -- Steam-boats daily, at 4 a.m., and at various hours during the day, from Magadino to Sesto Calende and Arona. Fares to Arona, 1 fr. 20 c.

Lago Maggiore.—From Sesto Calende to Arona and Magadino, every day. Fare, 1 fr. 30 c.

Langesund to Skien.—Tho Trafik every Monday, at 5 p.m.; Tuesday and Thursday, at 9 s.m.;

Friday, at 7 a.m.; Saturday, at 6 a.m. Fares-52 and 40 skillings.

Langesund to Fredriksværn and Laurvig.—The Traik every Saturday at 19 2001. Fares to Fredriksværn, 60 and 48 skillings.

Lardalsceren to Bergen.—Every Sunday afternoon.
Latakia to Alexandria and Marseilles, via Beyrouth.—Massageries Imperiales Co.'s Steamers, every alternate Sunday at 6 p.m.

atakia to Constantinople, cia Smyrna.—Messageries Imperiales Co.'s Steamers, every silernate Monday, 4 p.m.

La Teste to San Sebastian and Bilboa.—Once a week, in about 12 hours.

Lausanne (Ouchy), to Morges, Coppet, and Geneva.-Dally, at 7.45, a.m., 3, and 41

Dausanue to Vevay and Villeneuve.—Daily at 10 a.m., 12 noon, and 6 n.m.
Leghorn to Civita Vecchia, Naples, Messina, Malta, and hence to the Levant and Egypt.—Mesagories Imperiates Co's Steamers, every Saturday at 5 p.m.
Leghorn to Civita Vecchia, and Naples.—Two Sicilies Mail Steam Navigation 60.'s

Steamers, every Thursday at 4 p.m. See page 488.

Beghora to Genoa and Marseilles.—Two Sicilies Mail Steam Navigation Co.'s Steamers, every Monday at 6 p.m. See page 488.

eghorn to Marseilles, via Genoa.—Messageries Imperiales Co.'s Steamers, every Taursday, at

teghern to Marseilles...direct.... By the Messageries Imperiales Co.'s Steamers, every Saturday, at 3 p.m.

melden to Amsterdam .- Daily except Sainrdays and Sundays, at 5 a.m. On Mondays at 34 a.m. Delta to Copenhagen. Turnbull Salveson and Co.'s Steamers. No information. Average assage, 80 hours.

Leith to Copenhagen and Elsinore.—John Inketer's Steamers, every Tuesday.

Leith to Hamburg. The Best Bower or Snowdonn, November 5th, 10 p.m.; 19th, 3 p.m.; 19th, 10 p.m.; and 26th, 3 p.m. J. Inkster, Agent. Farcs, 42s, and 21s. Return Tickets, available for a month, 63s, and 31s. 6d.

Leith to Iceland (calling at FAROE)—By Turnbull, Salvesen, & Co.'s Screw Steamer Arcturus No information. Fare, Cabin, £5; provisions extra. Average passage 5 days, remaining 8 days.

Leith to Rotterdam. -The Holyrood. No information. Farcs, £2 2s.; Return Tickets,

Leith to Rotterdam and the Rhine.—D. R. Macgregor's Steamer Ivanhoe. November 12th, and 26th, Evening Tide. Fare, £2 2s.; Return Tickets, £3 3s. Average passage,

heith to Tonningen. -Turnbull Salvesen and Co.'s Steamers, twice a month.

Leith to Stettin .- The Gnome, Gertrade, or Orient. Every Wednesday or Thursday .-J. Inkster, Agent.
Leith to St. Petersburg.—Every 10 days. D. R. Macgregor, Agent.
Leitmeritz to Pirna and Dresden.—8 a.m., in 8 hours.

Liege to Huy.—At 5.30 a.m. and 3 p.m

Liege to Seraing .- Daily at 7, 9, and 11 a.m., 1, 3, 5, and 7 p.m.

Liege to Vise and Maestricht.—The Liege Maestricht, and Venlo Steam Co.'s Vessels, dail at 6.30 a.m. and 4 p m. The Meuse Steam Navigation Co.'s Vessels, daily at 64 and 11 a.m., and 6 p.m. Fares-2 fr. and 1 fr.

Laege to Huy and Namur.—The Meuse Steam Navigation Co.'s Vessels, daily at 6 a.m., and 12 noon. Farcs—2 fr. and 1 fr.

24Hehammer to Eidsvold.—Calling at Birl, Ringsaker, Hegenhougen, Gjovik, Smorthen, Ryss, Hamar, Gilling and Mirde.—By the Jernharden every Monday, Wednesday and Filday, at 6 am.—By the S. Ribladner, every Monday, Wednesday and Friday at 9 am., and by the Dromingen every Tuesday, Thursday and Saturday at 7 a.m. Fares, 1st class, 154 skillings; 2nd class, 88 skillings.

Milehammer to Eidsvold-Calling at all the above places.—By the Dronningen every, Tuesday, Thursday, and Saturday, at 7 a.m. Fares, 1st class, 154 skillings; 2nd class, 88 skillings.

Educated Bregenz,—Daily, at 10.30 and 11.45 a.m.; 2.30 and 6,30 p.m.; Mondays and Thurs-

days, 12 noon.

Edndau to Constance.—Daily, at 8.45 a.m.; Tuesdays and Fridays, 12,20 p.m. per Romanshorn; Mondays and Thursdays, 4.50 p.m. per Rosschach.

Edndau to Friedrichshafen.—Daily, at 4 p.m.; 7 a.m. on Saturdays direct; daily at 4.15 and

9 a.m.; and on Sundays at 6.45 p.m., per Rorschach.

Lindau to Langenargen.-Daily, at 4 p. m. Saturday, at 7 a.m. Lindau to Ludwigshafen and Ueberlingen.—Daily at 4.15 am.; Sundays, Wednesdays,

and Fridays, at 8.50 a.m.; Saturday, at 7 a.m.

Lindau to Meersburg.—Daily, at 4.15 and 8.50 a.m.; Saturdays, 7 a.m. Lindau to Romanshorn.—Daily, at 8.50 a.m.; 12.20 p.m. direct; 4.0 p.m. per Friedrichsbafen; Mondays and Thursdaya, 4.50 p.m. per Rorschach; Saturdays, 3.30 p.m. direct.

Lindau to Rorschach.—Dady, at 4.15 and 9 a.m.; 1.15 and 4.50 p.m.; Sundays at 6.45 p.m. Lindau to Schaffhausen.—Daily, at 8.50 a.m. per Romanshorn.

Linkceping to Stockholm.—Every Thursday at 4 p.m.

Linkceping to Geetheborg.—Every Friday morning.

Linz to Passau.—Every day. Fares—first class, 3fl. 3kr.; second class, 2fl. 12kr.

Linz to Ratisbon—At 5 a.m. Fares, 7 fl. 51 kr., and 5 fl. 36 kr., in two days.

Lanz to Vienna.—Daily at 7 a m.— Corresponding with the Bavarian steamboats from Ratisbon and Donauworth. By the Imperial and Royal Danube Steam Navigation Co. See page 495.

Lisbon to Milford Haven.—Once a month; by the steamers of the Anglo-Luso-Brazilian Royal Mail Co. See page 492.

Lisbon to St Vincent, Bahia, and Rio de Janeiro.—The Anglo-Luso-Brazilian Royal Mail Co.'s Steamers, about the 8th of every month. See page 492.

Lisbon to Nantes .- On the 4th, 14th, and 24th of each month, at 8 a.m.

Liverpool to Antwerp.—The Bosphoras. No information.
Liverpool to Corunna, (3) to 4 days), Vigo, (5 days), Carril, (6 days), Cadiz, (6 to 7 days), Malaga, (9 days), Valencia, (11 days), and Barcelona, (12 to 13 days), calling at Carthagena and Alicante, as occasion may require. — The Tajo, and Ebro, as occasion may require. Fares—to Vigo or Corunna, 9 guineas and £7; Cadl. 10 guineas and £8; Malaga, 12 guineas and £10: Vulencia or Barcelona, 13 guineas. and £11.

Liverpool to Dunkirk.—The Gannet, November, 11th and 25th. Fare, £1 2s. 6d. Messra. Wilson, Son, and Walter, Agents, 17, Water-street, Liverpool.

Liverpool to Gibraltar, (6 days), Sicily, (9 days), Corfu, Ancona, and Trieste.—
The Euphraies, Corinthian, Annenian, Albanian, Rhone, or Scamander, about every 14 days.
Liverpool to Gibraltar Genoa, Leghorn and Naples.—Burns and Maciver's Steamers several times a-mouth.

- Liverpool to Gibraltar, (6 days.) Malta, (11 days.) Syra, (14 days.) Constantinople, (16 days.) and Smyrna, (23 days.) Burns and MacIver's Steamers, Several times a month.
- Liverpool to Gibralter, Malta, Piræus, Salonica, Constantinople, and Trebi sonde.—Burns' and MacIver's Steamers. Several times a month.
- Liverpool to Gibraltar, Palermo, Messina, Corfu, Ancona, Trieste & Venice. -Burns and MacIver's Steamers. Several times a month.
- Liverpool to Halifax and Boston, U.S.- The British and North American Royal Mail Steam ships, November 5th and 19th, and every alternate Saturday. Fares: Chief cabin, £22; Second cabin, £16.
- Liverpool to Hamburg .- The Steamers Retriever and Saxon, from Wellington Dock. On the 5th, 15th, and 25th. Fare, £1 10s. Average passage 4 days. Laird, Flotcher and Co., Agents. Liverpool to Havre.—Burns and Mac Iver's Steamers,—British Queen and Bulbec, every Mon-
- day. Fares, 25s., and 12s. 6d.
- Liverpool to Italy-The Tiber, Frankfort, Calpe, Arno, Milan, Albanian, Meander, Danube, Rhone, Euphrates, and Corinthian about every ten days, unless prevented by unforescen circum-
- Liverpool to Lisbon and Oporto.—Every alternate Thursday. Average passage 5 to 6 days. Liverpool to Lisbon and Cadiz.—The South American General Steam Navigation Company's Steam Ships .- On 11th & 21st of every month. Fare, £9. First-class Return Tickets, £15.
  - The Albatross, Gannet or Falcon. Cabin Fare (including Provisions, Wine and Fees)-To Lisbon, £8; to Cadiz, £10.
- hiverpool to Madeira .- The African Steam Ship Company's Steamers, on the 24th of every
- Liverpool to Malta, Alexandria, Beyrout, and Alexandretta. Several times a month. See page 484.
- Liverpool to Malta, Pirseus, Salonica, Constantinople, and Trebizonde.— Several times a month. See page 484.
- Liverpool to Malta, Syra, Constantinople, and Smyrna.—Several times a month. See page 484.
- Liverpool to Nantes, Charente, and Bordeaux.—The West of France Steam Navigation Company's Steamers, Loire, and Auguste Louise, to sail once a month.
- Extended to New York, (11 to 14 days).—The Liverpool, New York, and Philadelphian Steam Shipping Co's Steamers, every alternate Wednesday. Fares: 21, 17, 15, and 8 guineas. See page 494. Diverpool to New York, U.S.—The British and North American Royal Mail Steam-ships, November 12th and 26th, and overy alternate Saturday. Fares, £26 and £18. Liverpool to New York and Chagres,—Once a month.

- Liverpool to Oporto.—Every fortnight, Liverpool to Philadelphia.—See page 494.
- Liverpool to Rotterdam. The Osprey and Albatross, (76 hours.) Every Saturday morning,
- from the Nelson Dock. Fare, £1 2s. 6d.

  Liverpool to Santander, Bilbao, and San Sebastian.—The Rita and Nina, from
- Coburg Dock, every fortnight.

  Ziverpool to Sicily, Ionian Islands, and the Adriatic.—The Euphrates, Tiber, or Corinthian, for Palermo, Messina, Corfu, Aucona, and Trieste, every ten days.
- Liverpool to Teneriffe. The African Steam Ship Company's Steamers on the 21th of every month.
- Liverpool to the West Coast of Africa.—The African Steam Ship Co.'s Steamers, from Wellington Dock, conveying Passengers to Bathurst, Sierra-Leone, Cape Coast Castle, Accra-Lagos, Bonny, Old Calabar, Camercons, and Fernando Po, on the 24th of each month, except when the 23rd falls on a Sunday, when the departure is on the 25th.
- London to Amsterdam .- The Diana, from off the Tower, every Sunday. A. G. Robinson, Agent, Office, 64, Mark Lane.
- London to Antwerp.-The Antwerp Company's steam ship the Baron Osy, from St. Katherine's Wharf, every Sunday at 12 noon. Sea passage 5 hours. Fares, £1 7s. and 20s. Children under 10 years, half price.—See page 482.
  - The General Steam Navigation Company's steamers from St. Katharine's Steam Wharf, every Tuesday and Thursday at 11 a.m. Extra vessels as occasion may require. Chief Cabin, £1 78.; Fore Cabin, 20s. Children under 10 years of age, half-price. See page 486.
- London to Bordeaux.—The Sylph, from off the Tower. Every fortnight. A. G. Robinson, Agent, Office, 64, Mark Lane.
- Econdon to Boulogne.—The General Steam Navigation Co.'s Steamers from London Bridge Wharf, November 1st, 5 a.m.; 3rd, 6 a.m.; 4th, 8 a.m.; 6th, 10 a.m.; 8th, 11 a.m.; 10th, 1 a.m.; 11th, 2 a.m.; 11th, 4 a.m.; 17th, 6 a.m.; 18th, 6 a.m.; 20th, 9 a.m.; 22nd, 11 a.m.; 24nd, 11 a.m.; 24nd, 11 a.m.; 24nd, 12 a.m.; 32th, 1 a.m.; 27th, 2 a.m.; and 29th, 4 a.m. Fare, 14s, and 10s. Out and Home Tickets, 21s. and 15s. See page 486.

- **Spendon to Bremen.**—A. G. Robinson's vessels, from off the Tower. The Adonis every week curing "the sesson.
- Assadon to Brennen.—The North German Lloyd's Screw Steamers every Tresday. Fares: £2 & £1. Phillipps, Graves, and Phillipps, Agents, 11 Rood Lane, London. See page 485.
- *Handon to Calals.—By the General Steam Navigation Company's steamers, from London Bridge Wharf, November 2nd, 5 a.m.; 5th, 9 a.m.; 9th, 11 a.m.; 12th, 2 a.m.; 16th, 4 a.m.; 19th, 8 a.m.; 23rd, 11 a.m.; 26th, 2 a.m.; and 30th, 4 a.m. Fares—Chief Cabin, 14a; Second Cabin, 10s. Children ander 10 years half-piko.—London to Paris, aveirable for ten days, 28a, 24a, and 20s. See page 486.
- Kondon to Constantinople. From East Lane Stairs, twice a month. A. G. Robinson, and . Smith Sundius & Co., Ageuts, 61, Mark Lane, and 17, Gracechurch street.
- London to Covenhagen and St. Petersburg.—The Temora, Ranger, Adonis, and Flora, or other engiled vessels, from off East Lane Stairs. Wockly during the season. A. G. Robinson, Agent. Offices, 64, Mark Lane, and Smith Sundius and Co. 17, tiracechurch street.
- London to Dordt .-- The Stadt Dortrecht, every Wednesday.
- London to Dunkirk (see pas-age 6 hours), Lille, and Paris.—By the Screw Steam Shipping.
  Oo's Steamers, Sir Robert Peel or Lord John Russell, from Irengate Wharf, November 2nd, 4 a.m.; 20th, 9 a.m.; 10th, midnight; 16th, 4 a.m.; 20th, 8 a.m., 24th, midnight; and 30th, 3 a.m.
  Fares:—to Dunkirk, 10s. and 7s. Children under 10, half-fare. Steward's fee, 1s. To Lille, 12s.
  11s., and 9s. To Paris 31s., 23s., & 17s. 6d. 60 lbs. of Luggage allowed to each chief Cabin tastenger free.
- Legadon to Guernsey and Jersey.—The Metropolis, from Custom House Quay. Every 10 days. Fare 15s, 17s. 6d, and 9s. Cheesewright & Miskin, Agents. Average passage 28 hours
- London to Hamburg—By the General Steam Navigation Co.'s Steamers from St. Katherine's Wharf, November 2nd, 7 a.m.; 5th, 8 a.m.; 9th, 10 a.m.; 12th, 6 a.m.; 16th and 19th, 8 a.m.; 23rd, 9 a.m.; 26th, 11 a.m.; and 30th, 7 a.m. Extra vessels will leave weekly. Pares, Chief cabin, £2; Fore cabin, 23s. Children under 10 years half-fare. Provisions may be obtained of the Steward by arrangement: chief cabin 10s.; fore cabin 7s. 6d. for the voyage. See page 486.
- Tower, every Sunday morning. W. 11. Carey & Son, Agents.

  The Lion, from off the Tower, Every Wednesday. Average passage 24 hrs. A. G. Robinson, Agent, 64, Mark Lanc.
- London to Havre.—By the General Steam Navigation Company's Steamers from St. Katherines'
  Steam Wharf, November 6th, 7 a.m.; 13th, noon; 20th, 7 a.m.; and 27th, noon. Fares: Chief
  cabin, 14a.; Fore cabin, 10s. Return Tiel cits 21a.and 15s. Children under 10 years, half-price.
  Through fares to Paris, 28s. and 20s. See page 436.
- Ason on to Hull.—The East of England Screw Coasting Co's. Steamers, the Velocity and Vigilant Arm Custom House quay. No information. Fares, 6s. 6d., & 4s. Return Tickets 9s. 9d. & 6s. Also by the General Steam Navigation Company's steamers, from London Bridge Wharf—Every Wednesday and Saturday at 8 a.m. Fares, 6s. 6d., and 2s.
- Aondon to Malta, Smyrna, Constantinople, and Odessa.—The Brenda, Minna Boog, and Vesta, twice a month, irom off East Lane Stairs. A. G. Robinson, 64, Mark Lane, and Smith, Sundius and Co., 17, Oracechurch street, Agents.
- London to Oporto.—The Iberia or Aurora from off East Lane Stairs, twice a month. A. G. Robinson, 61, Mark Lane, and Julius H. Thompson and Co., 20, Billiter-street, Agenta.
- Steam Whart, November 2nd, 5 a.m.; 5th, 9 a.m.; 9th, 11 a.m.; 12th, 2 a.m.; 16th, 5 a.m.; 19th, 5 a.m.; 23rd, 10 a.m.; 23rd, 10 a.m.; 23rd, 10 a.m.; 20th, 2 a.m.; and 30th, 4 a.m. Fares: chief cabin, 18s.; fore cabin, 14s. Children under 10 years, half price. See page 486.
- London to Paris direct. See page 493.
- **Boundon to Rotterdam.—The General Steam Navigation Co.'s Steamers from St. Katharine's Steam Wharf, every Tuesday Thursday and Saturday, at 11 a.m. Fares—30s. and 17s. 6d.; out and home, 45s. and 26s. 6d. Children under 10 years of age, half fare. Average passage 48 hours, 5ee page 48s.

London to Rotterdam. By the Netherlands Steam Packet Co.'s Steamer-the Batavier, from the British and Foreign Steam Wharf, Lower East Smithfield, every Sunday, at 11 a.m. Fyenoord, Thursdays, [November 3rd, 9 a.m.; 10th, 8 a.m.; 17th, 8 a.m.; and 24th, 8 a.m. Fares—per the Batavler, 42s., 30s., 17s. 6d., and 14s.; out and home, 45s., and 25s. 3d.; per Fyenoord, 20s.; out and home, 30s. See page 485.

The Magnet from off the Tower, every Wednesday. Fares, 20s. and 10s. A. G. Robinson, Agent. 64, Mark Lane, London.

The Screw Steamship Co.'s Steamer, Earl of Auckland, from off the Tower, every Sunday morning.

London to Santander.-From Irongate Wharf, about the 10th of every month.

London to Smyrna from off East Lane Stairs, twice a month. A. G. Robinson, and Smith, Sundius and Co., Agents.

London to St. Petersburg .-- A. G. Robinson's Steamers, The Temora, Adonis, Ranger, islora, or other eligible vessel.—Every week during the season (6 days). A. G. Robinson, 64 Mark Lane, and Smith, Sundius, & Co., 17, Gracechurch street.

London to Vigo .- From Irongate Wharf, about the 10th of every month.

Lorient to Nantes .- Daily, at 6 a.m. Fares, 12 frs. and 8 frs.

Lubeck to Copenhagen-Every Monday and Friday, at 4.30 p.m.

Lubeck to Malmoe.—Every Friday. Lubeck to Memel and Konigsberg.—Irregularly.

Lubeck to Norrhoping.-No information.

Lubeck to Riga. -- Rodde, Schroder, and Co.'s steamers Ceased running for the season.

Lubeck to Ystadt, Kalmar, and Stockholm (500 English miles.)—On the 5th, 10th, 15th, 20th, 25th, and 30th of each month, from May to October, in 65 hours. Fares, to Ystadt, 33th, and 25th. To Stockholm in 21 to 3 days - Fares, 62th. and 50th. Pares, to Kronstadt, 20 duc. and 15 duc.

Lubeck to St. Petersburg Town.—Coased running for the season.

Lucerne to Pluelen, calling at BECKENERS and BRUNNEN-Daily at 7.45 and 10.15 a.m.: 2.20. 4.15, and 7.45 p.m., in 21 hours, in connection with the Swiss Post administration.

Lucerne to Kusnacht.—At 9.30 a.m. and 1.30 p.m. Py these boats, Travellers can book their places through to Zurich.

Lucerne to Stanstadt and Alphacht.—In summer, in one hour.

Ludwigshafen to Bregenz, Constance, Friedrichshafen, Langenargen, Lindau, Romanshorn, Rorschach, Schaffhausen, and Uberlingen.—Daily, at 6 am. To Constance and Uberlingen, on Wednesday, 3 p. m., and an Studius and Fridays at 2 p.m. Ludwigshafen to Mannheim, Mayence & Bingen-Daily at 11 p.m. Pares, 2fl. and 1fl.

By the Netherlands Co.'s Steamers. Daily, at 41 a.m. Lugano to Capo di Lago, at 5.15 a.m., and 1.45 p.m.

Lugano to Porlezza, daily at 8.15 a.m., and 4 p.m.

Lyons to Aix-les-Bains-Tuesday, Thursday, and Saturday, at 5.0 a.m., in 16 hours.

Lyons to Avignon-in 9 hours-daily, at 6 a.m. Fares, 20f. and 15f.

Lyons to Beaucaire-in 14 hours-daily, at 4 a m. Fares, 22f. and 17f.

Lyons to Chalons-in 81 hours-daily, at 5, and 9 a.m. Fares, 81. and 61.

Lyons to Valence-in 4 hours-daily, at 8] and 9 a.m. Fares, 10f. and 7f. 50c.

Massevck to Masstricht.—The Meuse Steam Navigation Co.'s Stearcers. Daily, at 9 a.m. Masseyck to Ruremunde and Venlo. - The Meuse Steam Navigation Co.'s Steamers

Daily, at 2 p.m. Maestricht to Maeseyck, Ruremonde and Venlo.—The Mouse Steam Navigation Co.'s Steamers. Daily, at 12 noon

Masstricht to Masseyck, Ruremonde, Venlo, and Rotterdam.—Daily, at noon.

Masstricht to Vise and Liege. The Meuse Steam Navigation Co's vessels, dally at 51 and 114 a.m.; and 3 p.m. Also at 6 a.m., and 3 p.m. by the Liege, Maestricht, and Venlo Steam Co's yessels.

Magadino to Intra and Arona, on the Lago Maggiore, at 6.30 and 11.15 a.m.
Malaga to Gibraltar, Cadis, Lisbon, and Nantes.—On the 7th, 17th, and 27th of each month, at 8 a.m.

Maimos to Copenhagen. 63 a.m., and 124 noon. On Thursday at 124 noon only.

Maita to Alexandria in 4 days on the 12th of every month, by her Britanuic Majesty's packets. Fares—1st class, £12 10s.; 2nd class, £7 2s.; 3rd class, £3 16s., including a liberal table and every charge. -Also on the 14th and 30th of each month, by the Peninsular and Oriental Co.'s steamers; and on the 21st, by the Royal Mail Steam-Packet Co.'s Steamers. Fares—1st class, £9 10s; 2nd class, £6 10s.

Maria to Alexandria and Syria.—Messageries Imperiales Co.'s Steamers, every alternate Wodnesday at 5 p.m?

- Malta to Constantinople, the Levant, Greece, and Syria.—Messageries Imperiales
- Co.'s Steamers, every Wednesday at 6 p.m.

  Calta to Marseilles direct.—Messageries Imperiales Co.'s Steamers, every Saturday, at 4 p.m. Malta to Marseilles .- (2) days)-By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 9th, and 23rd of every month.
- Malta to Messina, Naples, Civita Vecchia, Leghorn, Genoa, and Marseilles.
  —Messageries Imperiales Co.'s Steamers, every Saturday at 5 p.m.
- Manilla to Hong Kong (4 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, on the 9th and 24th of every month. During the S.W. Merzon an allowance is made in the dates of the Steamers.
  - Mannheim to Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
- Mannheim to Cologne.—By the Cologne and Dusseldorf Co.'s Steamers See page 498 By the Netherlands Company's Steamers, at 44 a.m., daily.
- Mannheim to Dusseldorf.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. By the Netherlands Company's steamers at 4,30 a.m., daily.
- Mannheim to Heilbronn.—Fares, 2 fl. 6 kr. and 1 fl. 24 kr.
- Mannheim to Mayence. -By the Cologne and Dusseldorf Co.'s Steamers. See 498.
- Mannheim to Rotterdam.—See page 498.
- Mannheim to Wesel.—See page 498.
- Marseilles to Alexandria, via Malla (7 days).—Messageries Imperiales Co.'s Steamers, November 13th, and every alternate Sunday, at 9 a.m. See page 498.
- Marseilles to Algiers (50 hours) .- Mossageries Imperiales Co.'s Steamers, Tuesday and Saturday, at 12 noon. See page 493.
  - Le Compagnie de Navigation mixte, (Arnaud Touache, Frères & Co., Agents) dispatch a versel from both ports every Thursday at noon. Fares, 79, 59, and 27 francs. Average passage, 49 hours
- Marseilles to Alicante.—Messagories Imperiales Co.'s Steamers every Thursday at 4 p.m.— See page 493.
- Marseilles to Barcelona and Alicante (for Madrid), every Tuesday, at 11 a.m. Marseilles to Athens .- Messageries Imperiales Co.'s Steamers, every Saturday, at 4 p.m. See page 493.
- Marseilles to Barcelona, '67 Fr. leagues.) Valencia, (114 Fr. leagues.) Alicante, Carthagena, Mataga, Gibraltar, and Cadiz—1st, 8th, 15th, and 23rd of every month. Fares, to Blarcelona, 88 fr., 70 fr., and 31fr.; to Valencia, 146 fr., 112 fr., and 55 fr.; to Alicante, 135fr., 117fr., and 55 fr.; to Carthagena, 205fr., 159 fr., and 81 fr.; to Malaga, 260 fr., 192 fr. and 107 fr.; to Gibraltar, 286 fr., 205 fr., and 120 fr.; to Cadiz, 317 fr., 234 fr., and 133 fr.
- Marseilles to Civita Vechia—direct (31 hours).—By the Messageries Imperiales Co.'s Steamer. every Monday at 10 p.m. and touching only at Leghorn every Sunday, at 9 a.m.
- Marseilles to Cette—Tuesdays and Saturdays, in 8 hours. Fares, 18frs., and 13frs.
- Marseilles to Constantinople via Messina and Athens.—Messageries Imperiales Co.'s Ste. gers, every Saturday, at 4 p.m. See page 493.
- Marseilles to Constantinople and Varna, via Malta, Syra (Pirœus), Smyrna, Mytllene, Dardanelles, and Gullipolt.—Messageries Imperiales Co.'s Steamers, every Saturday, at 4 p.m. See page 493.
- Marsailles to Constantinople calling at Messina, Syra, Pirans, Smyrna, and Rodosto. Altaras, Caune & Co's Steamers on the 1st and 15th of overy month. Fares, to Messina, 130fr. 80fn.; to Syra and Pyræus, 210fr. 125fr. 80fr.; to Smyrna, 220fr. 140fr. 90fr.; Rodosto, 240fr. 180fr. 100fr.; to Constantinople, 355fr. 170fr. 105fr.
- Marseilles to Genoa, Leghorn, Civita Vecchia, and Naples.—Messageries Imperiales Co.'s Steamers, every Thursday at noon. See page 493.
- Marseilles to Genoa, Leghorn, Civita Vecchia, Naples, and Palermo.—Two Sicilies Mail S. N. Co.'s Steamers. Sec page 488.
- Marseilles to Ibraila, via Constantinople, Varna, Sulina, Tulscha, and Galatz—Messageries Imperiales Co.'s Steamers every Saturday at 4 p.m. See page 493.
- Marseilles to Malta(2, days) & Alexandria (6 days).—By the Peninsular and Oriental Steam Navigation Company's Steamers, 5th, 12th, 20th and 28th of every month.

- Marseilles to Malta—direct. Messageries Imperiales Steam Ships, every Sinday at 9 a.m. By the Peninsular and Oriental Steam Navigation Co.'s Steamers (24 days), 12th and 28th of every month.
- Marseilles to Naples, touching only at Civita Vecchia, (56 hours.)—The Messageries
  Imperiales Co.'s Steamers every Monday, at 10 p.m., and every Sunday at 9 a.m., touching also at
  Lephorn.
- Marsellies to Naples, calling at Genoa, Leghorn, and Civita Vecchia. The Messageries Imperiales Co.'s Steamers every Thursday, at noon. See page 502.
- Marseilles to Naples, calling at Civita Vecchia.—The Two Sicilies Mail Steam Navigation Co.'s Direct Service, every Saturday. See page 488.
- Marseilles to Nice-in 14 hours. Every Wednesday and Saturday, at 6 p.m. Fares, 32 frs.
- Marseilles to Oran, touching at Alicante.—Messageries Imperiales Co.'s Steamers, every Thursday, at 4 p.m. See page 493.
- Marseilles to Oran touching at Spain.—Le Compagnie de Navigation Mixte (Λrnaud, Touache, Frères & Co., Agents) every alternate Tucsday.—Fares, 119frs. 93frs. and 52frs.
- Marseilles to Philippeville (Arnaud, Touache, Fréres & Co., Agents) every alternate Tuesday Fares, 97frs. 77frs. and 32 fts.
- Marseilles to Smyrna (via Malta).—Messageries Imperiales Co.'s Steamers, November 6th, and every alternate Sunday, at 9 a.m.
- Marseilles to Stora, Bona, and Tunis.—Mossageries Imperiales Co.'s Steamers. Every Friday, at noon. See page 493.
- Marseilles to Byria, via Smyrna to Rhodes, Mersina, Alexandretta, Latakia, Tripoli, Regrouth, Jaffa, (Jerusalem.) and vice versa, via Alexandra.—Messageries Imperiales Co.'s Steamers. November 6th, and every alternate Sundays, at 9 a.m. See page 493.
- Marseilles to Trebizond. via Constantinople, Sinope, Samsoun, and Kerassund.—The Messageries Imperiales Co.'s Steamers, every Saturday at 4 p.m See page 493.
- Mastricht to Herzogenbusch.- l p.m., except Sundays.
- Mayence to Bingen and Coblentz.—By the Cologne and Dusseldorf Co.'s Steamers. See page 493.
  By the Netherlands Co.'s Steamers, daily, at 8\frac{2}{3} a.m.
- Mayence to Coblenz .- The Cologne and Dusseldorf Co.'s Steamers Soe page 498,
- Mayence to Cologne.—By the Cologne and Dusseldorf Co.'s boats. See page 498. By the Netherlands Company's Steamers, at eq a m. daily.
- Mayence to Dusseldorf.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
  By the Netherlands Company's Steamers, at 82 a.m. daily.
- Mayence to Frankfort.—Daily, at 8} a.m., and 2 p.m. Fares, 42kr. and 24kr.
- Mayence to Ludwigshafen and Mannheim.—Daily, at 4½ a.m. Fares, 2fl. and 1fl. By the Netherlands Company's Steamers, at 1 p.m., daily.
- Mayence to Mannheim.—By the Cologne and Dusselderf Co.'s Steamers. See page 496.
  By the Netherlands Company's Steamers, 1 p.m., daily.
- Mayence to Neuwied.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.
  By the Netherlands Co.'s Steamers, daily, at 8\frac{3}{4} n.m.
- Mayence to Rotterdam.—By the Cologne and Dusseldorf Co.'s Steamers. See lage 498.

  By the Netherlands Company's Steamers, at 8\$\frac{1}{2}\$ a.m., daily.
- Mayence to Wertheim. Daily at 21 p.m.

4. :

- Mayence to Worms.—Daily at 5 0 a.m.; 2 0 and 4 0 p.m. By the Netherlands Co.'s Steamers, daily, at 1 p.m.
- Meersburg to Bregenz, and Lindau.-Dally, at 7.45 a.m., per Friedrichshafen.
- Beersburg to Constance.—Daily, at 7.45 and 10.40 a.m., and 7 p.m.
- Meersburg to Friedrichshafen,-Daily, at 7 45 a.m.
- meersburg to Langenargen.-Daily. at 7.45 a.m.
- Mesersburg to Ludwigshafen.—Daily, at 10.0 a.m.; Sunday, Wednesday, and Friday, at 2.69

Meersburg to Romanshorn and Rorschach.—Daily, at 7.45 a.m., per Friedrichshafen.

Meersburg to Schaffhausen .- Daily, at 10.40 a.m.,

Meiszen to Dresden.—Daily at 10.40 a.m., and 2.86 p.m.

Melszen to Riesa.—Dally at 8 a.m. and 4 p.m.
Melsourne to Kangaroo Island, (Adelaide,) (2 days,) King George's Sound,
(6 days,) Mauritius, (20 days,) Aden, (31 days,) Suez, (38 days,) on the 17th at 9 a.m.

Mersina to Alexandria, via Beyrouth. Mossagories Imperiales Co.'s Steamers, every alternate Friday at 6 p.m.

Mersina to Constantinople, and to Marseilles, via Smyrna.—Messageries Imperiales Co.'s Steamers, overy alternate Friday at 6 p.m.

Messina to Constantinople, via Athens .- Messageries Imperiales Co.'s Steamers, every Tuesday at 6 p.m.

Effessina to Balta.—Messageries Imperiales Co.'s Steamers, Tuesday at 5 p.m.

Messina to Marseilles direct.—Messageries Imperiales Co.'s Steamers, every Monday at 5 p.m.
Messina to Naples, Civita Vecchia, Leghorn, Genoa, and Marseilles:—
Messageries Imperiales Co.'s Steamers, every Monday at 1 p.m.
Milford Haven to Lisbon, (3 days) St. Vincent, Pernambuco, Bahia, and Rio
de Janeiro.—The Anglo-Luso-Frazillan Royal Mail Steam Navigation Co.'s Steamers, "Portugal," or " Brazil," on the 1st of every month: See page 492.

Minde to Bidsvoldsbakken, .- The Jernbarden or Dronningen, every Sunday, at 34 a.m.: Tuesday, Thursday, and Saturday, at 31 p.m.

minde to Lillohammer. - Every Monday, Wednesday, and Friday, at 11 a.m.; Fares, 140 at. and 80 sk.

Minds to Gjoevik.—The Jernbarden or Dronningen, every Monday, Wednesday, and Friday, at 111 a.m.; and every Saturday, at 81 p.m.

Minden (Prussia) to Bremen.—By the North German Lloyd's Steamers, every Monday and Friday, at 6 a m. Pares, 24ggr. and 16ggr.

Minden to Hameln.—By the North German Lloyd's Steamers, every Monday, Wednesday,

Thursday and Saturday, at 7 a.m.

Munden (Hanover), to Mauscin.—By the North German Lloyd's Steamers, every Monday, Wednesday, Thursday and Saturday at 7 a.m. Fares, 12ggr. and 32ggr.

Namur to Dinant. (1] hours.) At 72, 81, and 114, a.m., 121 and 11 p.m. Fares. 1 fr. 75 c., and 1 fr. 25 c.

Mamur to Huy and Liega.-The Meuse Steam Navigation Co's vessels, daily, at 6 a.m., and 3 p.m. Fares, 2 frs. 50 c and 1 fr. 50 c.

Mantes to Cordeaux. -Sunday, Wednesday, and Friday, at 7 a.m., in 26 hours. Fares, 15fra. and 120's.

Nantes to Liebon, Cadiz, Gibraltar, and Malaga. On the 5th, 15th, and 25th of each month, at 12 noon. Fares, 1st Cadu, 240 francs; 2nd Cabin, 180 france, provisions included.

Nantes to Paimbouf, 73 a.a. and 2 p.m. Fares—first class, 1fr. 70c.; second class, 1fr. 20c. Nantes to St. Mazaire.—Twice a day, et 8 a.m. and 3 p.m. Fares, 1st cabin, 3frs., 2nd do., 2frs.

Naples to Civita Vecchia and Marseilles—(Direct)—elh, 1sth, and 28th of every month. Naples to Civita Vecchia, Inguera, and Genoa.—Two Sicilies Mail Steam Navigation Co.'s Steamers, every Saturday, at 4 p.m. See page 433.

Maples to Marseilles, the Civita Vecchia, Loghorn, and Genoa. Messageries Imperiales Co.'s Steamers, every Tresday at 1 p.m.

Naple : to Marseilles, touching at Civita Vecchia.—Messageries Imperiales Steam-Ship-, every Saturday at 4.0 p.m. Maples to Margeilles, Touchino at Civita Vecchia.—The Two Sicilies Mail Steam Navigation

Co.'s Steamers, every Tuesday, at 1 p.m. See page 483

Maples to Messina and Malta, the Levant, and Egypt.-Messageries Imperiales Co.'s Steamers, every Monday at 2 p.m. See page 493. Naples to Messina and Palermo -About twice a week.

Maples to Palerino .- The Two Sicilies Mail Steam Navigation Co.'s Steamers, every Thursday at 3 p.m. See page 48%.

Memburg to Donauworth,—Dally, at 6 a.m. Fares, 1 ft. 18 kr; 57 kr.

Neuchatel to Nidau (Biel). At 7 and 10 a.m., 1.15 and 4 p.m.

Meuchatel (on Lake of) to Yverdun—At 11.0 a.m., and 1, 445, and 8.45 p.m., in 12 hour. Fares, 2 batz and 15 batz.

Meuhaus to Hamburg, Calling at Bunnsbuttel, Bosch and Stade.—Every Tuesday, and Thursday, at 94 a.m., and Saturday, at 9 a.m.

Men Cetting to Wasserburg—5 a.m. Neuhaus to Thun. 7.15 and 11.30 a.m.; and 4.30 p.m. Menwied to Cohlentz, Bingen, and Mayence.—By the Cologue and Dussider! Co.* Stermers, See page 496.

By the Netherlands Co.'s Steamers at 64 p.m.

- Securied to Cologne...By the Cologne and Dusseldorf Col's Steamers. See page 498.
  By the Netherlands Co.'s Steamers, at 24 p.m.
- Weuwied to places on the Rhine.—By the Cologne and Dusseldorf Co.'s Steamers. See page 498.

  By the Netherlands Co.'s Steamers.—Upwards.—Daily, at 64 p.m. (for Maunheim). Downwoods.

Daily, at 2 p.m.

- Mesucastle 'to Hamburg.—The Tyne and Continental Steam Navigation Co.'s Steamers.
  No information. Fares, £1 10s., and Return Tickets, £2 5s. and 22s. 6d. Deck passage, for Saliors only, 10s.
- **Newcastle to Rotterdam (36 hours).—The Tyne and Continental Steam Navigation Co.'s Steamers. No information. Farcs, £1 5s. and 12s. 6d. There and back, £1 17s. 6d. & 17s. 6d. Deck passage, for Sallors only, 7s. 6d.
- Mewcastle to St. Petersburg.—The Tyne and Continental Steam Navigation Co.'s Steamers. No information.
- Mewhaven (Brighton) to Dieppe...The Brighton Steam Packet Company's Steamers, in connection with the London, Brighton, and South Coast, and Paris, Rouen, and Dieppe Trains. Average passage, 54 hours. See p. 477.
- **Hewhaven (Brighton) to Jersey**—The Brighton Steam Packet Company's Steamers, in connexion with the London, Brighton, and South Coast Trains. November 3rd, 6 p.m.; 10th, 1 p.m.; 17th, 6 p.m.; and 2th, 1 p.m. See page 433.
- Wew York to Liverpool.—British and North American Royal Mail Steam Ships, every alterase. Wednesday. Fares, £26 and £18.

By the Liverpool, New York, and Philadelphia Steam Ship Co.'s Steamers, The City of Baltimore. City of Philadelphia, City of Washington, or Kangaroo, every alternate Saturday. See page 494.

Nice to Marseilles .- Every Monday and Friday.

Widat (Biel) to Neuchutel, 8.15 and 10.15 am.; 2.15 and 6.15 pm.

Wien Disp to Alkamar and Amsterdam.—Daily at 8 a.m., and 12 inight.

Morrkceping to Stockholm.-On Tuesdays, Wednesdays, Fridays, and Sundays.

Mykoping to Stockholm.—Every Wednesday and Saturday, at 8 a m.; and Mondays and Thursdays, at 7 a.m.

Odessa to Constantinople.—By the Russian Steam Navigation Co.'s Steamer.

Odessa to Galatz.—By the Imperial and Royal Austrian Danube Steam Navigation Co's Steamers, every Wednesday, thence by Express boat on Saturday. See page 495.

Chessa to Nicolaieff, Kherson, and Otchakoff.—By the Russian Steam Navigation Co.'s Boat. No information.

Odnes to Hadelands Glasvoerh (on the Randsflord).—Every Wednesday and Saturday, at 8 am.

Oldenburg to Bremen.—By the North German Lloyd's Steamers daily.

Oran to Bona.—The Mixed Navigation Co., (Armateurs, Arnaud, Touache Frères & Co.,) touching at intermediate ports every twenty days.

Oran to Marseilles, touching at Alicante.—Messageries Imperiales Co.'s Steamers, every Thursday at noon.

Orebro to Stockholm, ... Tuesdays, Fridays, and Sundays, at 5 a.m. Fáre, 71 rd.

Orebro to Leppce and Stockholm.-Every Sunday, at 5 a.m.

Ostend to Dover-Every evening (except Saturday), by the English and Beigian Government Mails packets, at 6.30 p.m. See page481.

Centend to London.—The General Steam Navigation Company's Steamera.—November 1st, 6 p.m.; 4th, 9.15 p.m.; 5th and 1!th, 10 p.m.; 15th, nidnight; 18th, 9.15 p.m.; 22nd, 10 p.m.; 25th, 11 p.m.; and 29th, midnight. Fares—Chief Cabin, 18s.; Fore Cabin, 14s. Children under 14 half-price. See page 486.

- Chramto to Corfu in 12 hours. Fares, 5 Sp. dois. (£1, 8s.)

Palermo to Naples, Civita Vecchia, and Marseilles.—Direct, as also Leghorn, Genoa and Marseilles. The Two Sicties Mail Steam Navigation Co.'s Steamers. See page 48s.

Panama to Callao and Valparaiso.—On the 15th and 30th, at 10 s.m., tonching at all intermediate Ports, and arriving at Callao on the 25th, at 7 s.m., and 10th, at 6 s.m., leaving Callao on the 28th, at 4 p.m., and the 13th, at 4 p.m., and arriving at Valparaiso on the 7th and 23rd, at 5 p.m. Paris to London-Direct. See page 493.

· Passau to Neu Octting and Rosenheim .- 5 am., in two days.

Passau to Regensburg. - Every day, at 4 a.m. Fares - 1st class, 4fl. 48kr.; 2nd class, 3fl. 27kr.

Patras to Missolonghi-Every Wednesday in 2 hours. Fares-1st Class, fl. 2.30; 2nd, fl. 1.53.

Pauillac to Bordeaux - Daily, at 7 a.m. and 1 p.m.

Pesth to Constantinople..... By the Imperial and Royal Danube S. N. Co.'s Swift Boat to Galatz every Monday, thence to Constantinople with the Lloyds' Steamer arriving at Constantinople on Sunday.

Posth to Giurgevo, (Bucharest,) and Galatz.—The Imperial and Royal Danube Steam Co.'s Steamers. On Mondays, at 9 a.m., with the Express Boat, calling at Semiin, Orsova, and at all principal Stations of the Lower Danube. See page 495.

Posth to Semlin and Belgrad.—By the Imperial and Royal Danube S. N. Co.'s Boats. Every Monday, Wednesday, Thursday, and Saturday, at 7 a.m.

Pesth to Vienna.—By the Imperial and Royal Danube S. N. Co.'s Steamers. Daily, at 6 a.m.

See page 495.

Pirna to Dresden—At 74 a.m. and 34 p.m.; Pirna to Schandau and Leitmeritz,—At 8 a.m.; and 4 p.m. to Schandau only.

Flymouth to Guernsey and Jersey.—The Sir Walter Raleigh, from Millbay Pler.—Every Thursday, at 6 a.m. Fares, to Guernsey, 18s., 12s., and 7s.; to Jersey, 21s., 14s., & 8s. Return tickets a fare and a ball. Average passage 74 hours to Guernsey, and 2 hours Guernsey to

Porlezza to Lugano.—Daily at 9.15 a.m. and 5 p.m.

Quimper to Nantes .- Every night at 10 p.m.

Radolphzell to Constance.—Every Wednesday at 44 p.m,

Rapperschwyl to Zurich, calling at intermediate Ports.—At 4.30, 7.50, 10.15 and 11.30 a.m., and 6.55 p m. Fares, I fr. 80 r.; and 1 fr. 20 r.

Ratisbon (Regensburg) to Donauworth—Daily, at 5.30 a.m. Fares, 4fl. 27kr. & 3fl. 12kr.

Ratisbon to Linz—at 5 a.m., in 14½ hours. Fares—10 ft. 3 kr.; 7 ft. 51 kr.

Ratisbon to Neuburg.—Daily, at 5½ a.m. Fares—3 ft. 9 kr.; 2 ft. 15 kr.

Remagen to Cologne.—By the Cologne and Dusseldorf Company's Steamers. See page 498. At 34 p.m., by the Netherlands Co.'s Steamers.

Bemagen to Neuwied, Coblentz, and Mayence,—By the Cologne and Dusseldorf Co.'s Steamers. See page 498. And at 44 p.m., by the Netherlands Co.'s Steamers.

Bemagen to places on the Rhine .- By Cologne & Dusseldorf Co.'s Steamers. See page 498. Downwards—Daily, at 61, 72, and 11 a m.; 124, 1, 31, 5, and 7 p.m., by the Cologne and Dusseldorf Co.'s Steamers. Upwards—Daily, at 41 p.m. Downwards—Daily, at 31 p.m., by the Netherlands Co.'s Steamers.

Enodes to Alexandria, via Bewouth and Jaffa.—Messageries Imperiales Co.'s Steamers, every dternate Wednesday at 10 a.m., from November 2nd.

Ethodes to Constantinople, and to Marselles, via Smyrna.—Messageries Imperiales Co.'s Steamers, every alternate Friday at 6 p.m.

Enodes to Cyprus.—No information. 1st class 38 fl., 2nd class 25 fl.

Bichterswijl to Zurich, calling at intermediate Ports.—At 4.55 and 8.15 a.m., and 2.10 p.m. Fares. 1 fr. 30 r.; and 85 r.

Etesa to Meiszen and Dresden.-Daily, 8 and 11 a.m.

Riga to Copenhagen and Hull .- The first-class steamer Arctic every three weeks. Riga to Lubeck.—Rodde Schroeder and Co.'s Steamers ceased running for the season.

Riva to Peschiera.—Daily, at 6 a.m.; on Mondays, 10½ a.m.

Roeslilde to Rykjob.—Sundays at 9½ a.m., and week days at 6 p. m.

Rolandseck to Coblentz.—By the Cologue and Dusseldorf Co.'s Steamers, See page 498.

Rolandseck up the Rhine. - By the Cologne and Dusseldorf Co.'s Steamers. See page 461 And to Mannheim, at 4 p.m., by the Netherlands Co.'s Steamers.

Rolandseck to Cologne. -- By the Cologne & Dusseldorf Co.'s Steamers. See page 498. And at 32 p.m., by the Netherlands Co.'s Steamers.

Romanshorn to Bregenz.—Daily, at 8.20 a.m., per Friedrichshafen; 12.45 p.m., per Lindau Mondays and Thursdays, 8.15 a.m.; per Rorschach, Saturdays, 8.16 a.m.

Romanshorn to Constance.—Daily, at 10 a.m. and 2.10 p.m.; Mondays and Thursdays, at 7.30 p.m.

Romanshorn to Friedrichshafen .- Daily, at 8.20 g.m.; 12.50 and 5.20 p.m.

Romanshorn to Langenargen.—Daily at 8,20 a.m. per Friedrichshafen.

Romanshorn to Lindau,—Dally, at 8,20 a.m. per Friedrichshafen; 12,15 and 5,20 p.m.; Mondays and Thursdays, 8,15 a.m. per Roschach; Saturdays 8,15 a.m., direct.

Romanshorn to Ludwigshafen.—Daily at 8.20 a.m.; Sundays, Wednesdays and Fridays at 10 a.m.

Romanshorn to Meersburg .- 8.20 and 10 a.m.; and on Tuesdays at 2.10 p.m.

Romanshorn to Rorschach,-1.15 and 5.20 p.m; Mondays and Thursdays, 8.15 a.m.

Romanshorn to Schaffhausen-Daily at 10 a.m.

Romanshorn to Ueberlingen.—Daily at 8.20 a.m., per Friedrichshafen; 10.0 a.m., per Constanz.

Rorschach to Bregenz.—Daily at 8.15 a.m., 12.20, and 4.0 p.m., per Lindau; Mondays and Thursdays 10.30 a.m., per Lindau.

Rorschach to Constance.—Daily, at 8.30 a.m., Mondays and Thursdays at 6.15 p.m., per Romanshorn; Tuesdays and Thursdays at 12.20 p.m., per Friedrichshafen.

Rorschach to Friedrichshafen.—Daily, at 8.15 a.m.; 12.20, 4, and 8.20 p.m.

Rorschach to Langenargen.—Daily at 8.15 a m., and 12.20 p.m.

Rorschach to Lindau.-Daily, at 8.15 a.m., 12.20, and 4, 6.10, and 8.15 p.m.; Mondays and Thursdays 10.0 a.m.

Rorschach to Ludwigshafen .- Daily at 8.15 a.m. per Friedrichshafen.

Rorschach to Meersburg.—Daily at 8.15 am. per Friedrichshafen.

Rorschach to Romanshorn.—Daily at 8.30 a.m., and 4 p.m.; Mondays and Thursdays # 615 p.m.

Rorschach to Schaffhausen-Daily at 8.30 a.m.,

Rorschach to Ueberlingen.—Daily at 8.15 a.m. per Friedrichshafen.

Rosenheim to Passau, at 4.30 a.m. daily, arriving about 2 p.m.

Rostock to Copenhagen .- On the 10th, 20th, and 30th of every month, at 2 p.m.

Rotterdam to Antwerp.—The Telegraph, No. 3 and No. 4. Daily.

Rotterdam to Arnheim.—Daily at 51 a.m., by Cologne and Dusseldorf Co.'s Steamers.

Rotterdam to Bordeaux.—The Bordeaux. 29th of each month; passage 3 to 4 days. Fares—
(provisions included,) 1st cabin, 80 frc.

Rotterdam to Coblentz.—Daily at 51 a.m. By Cologno & Dusseldorf Co.'s Steamers. See page 48.

By the Netherlands Company's Steamers, at 51 a.m., daily.

Rotterdam to Copenhagen & St. Petersburg.—By the Steamer Gironde and Hollander, 1st and 15th of each month. Fares—(provisions included,) to Copenhagen, 1st class, 45 fl.; 2nd class, 25fl.; St. Petersburg, 1st class, 95 fl.; 2nd class, 65 fl.

Rotterdam to Dunkirk—Prins van Orange. Every Wednesday according to tide. Fareslst class, 30 frs.; 2nd class, 20 frs. The passage is made in 12 or 14 hours.

Botterdam to Goole .- The Norfolk, every Wednesday morning.

Rotterdam to Havre.—The Bordeaux and Seine, 4th, 14th, 19th, 21th, and 29th of each month.

Passage in 20 to 24 hours.—Fares—1st class, 25 frs.; 2nd class, 15 frs., provisions not included.

Rotterdam to Hull.—W. H. H. Hutchinson's steamer, Ses Gull, every Saturday. Also, Messrs. W. & C. I. Ringrose's Steamers, Sea Horse or other Screw Steamer, every Wednesday. Fares—£1; Deck, 7s. 6d., out and home, 30s.; steward's fee, 2s. 6d. See page 489.

Goo. Lawson, jun. & Co.'s steamer, Ocean Queen, every Wednesday morning, and the Enchantreed every Saturday morning, according to tide. Farcs, 15s.; deck, 7s. 6d.; out and home, 25s, steward's fee. 2s. 6d.

Rotterdam to Hull or Grimsby .-- Every Wednesday.

Rotterdam to Leith.—The Holyrood, No information. Fares -£2 2s. Return Ticket, £3 8a.

Rotterdam and Rhine to Leith.—The Ivanhoe, Saturday, November 5th and 19th, morning tide, Fare, £2 2s. Return Ticket, £3 3s. Average passage, 48 hours.

. Retterdam to Liverpool—By the Osprey, or Albatross. Every Saturday. Cabin Fart Assauding Steward's fee), £1 2s. 6d.

Rotterdam to London-By the General Steam Navigation Company's Steamers, November 1st, 71 a.m.; 3rd, 7 a.m.; 5th, 8 a.m.; 8th, 9 a.m.; 10th, 11 a.m.; 12th, noon; 15th, 11 a.m.; 17th, 7 a.m.; 19th, 7 a.m.; 22nd, 9 a.m.; 24th, 11 a.m.; 26th, noon; and 29th, 11 a.m. Fares—Chief Cabin, £1 10a.; Fore Cabin, 17s. 6d. Chidren under 10, half-price. Out and home, Chief Cabin, £1 10a.; Fore Cabin, 18s. Fore Cabin, 2s. 6d. Avenago passage 19 hours. See page 486.

By the Netherlands Steam Packet Company's steamers. The Batavier, Tuesdays, Novamber About the Netherlands Steam Packet Company's steamers.

By the Notherlands Steam Packet Company's steamers. The Batavier, Tuesdays, Movember 1st, 8 a.m.; 8th, 9 a.m.; 15th, 8 a.m.; 22th, 9 a.m.; and 29th, 8 a.m.; the Fyenoord, Sunday, Movember 6th, 8 a.m.; 18th, 10 a.m.; 20th, 7 a.m.; and 27th, 10 a.m.; See page 485. By the Screw Steam Shipping Co.'s Steamer, the Earl of Auckland, every Wednesday morning.

Botterdam to Venlo, Ruremonde, Venlo, and Maestricht.—Every Sunday, Fuesday, Wednesday, and Friday, at 11.30 p.m.; and every Monday and Thursday at 8 p.m.

Rotterdam to Mayence.—At 5 \( \frac{1}{2} \) a.m. By the Cologne & Dusselderf Co.'s Steamers. See page 488.

No information. Fares, £1 5s. and 12s. 6d. Return Tickets, £1 17s. 6d., and 17s. 6d. Deck passage for Sallors only, 7s. 6d.

"Motterdam to places on the Rhine. By the Cologne and Dusselderf Co.'s Steamers. See page 498. By the Netherlands Company's steamers, at 54 a.m., daily, (as far as Mannheim).

Botterdam to St. Petersburg (Cronstadt) .- On the 1st of every month. Fares-to St. Petersburg, first class, 75 fl.; 2nd class, 50 fl.

Botterdam to Venio.—The Meuse Steam Navigation Co.'s Steamers. Daily, except on Mondays and Saturdays, at 111 p.m. On Mondays at 8 p.m.

Rough to Algiers, calling at Oponto, Lishon, Malaga, Oran, &c., once a fortnight. Fares, 65, 55, and 45 francs.

By the General Maritime Co.'s Steamer - once a month.

By Farc Frassinet's steamer-once a month,

Rudkiobing to Flensburg. —Every Tuesday, and Saturday at 7 a.m. per Boreas, carring at Svendborg, Arceskiobing, Faaborg, Sonderburg and Holmes.

Ruhrort to places on the Rhine.—By the Notherlands Co.'s Steamers.—Upwards—Daily, at 111 p.m. - Downwards -- Daily, at 1 a.m.

Euremonde to Macseyck and Macstricht.—The Meuse Steam Navigation Company's Steamers, daily at 6 a.m.

Ruremonde to Venio. -The Meuse Steam Navigation Company's Steamers, daily at 34 p.m.

Sandefjord to Christiania.—Every Sunday, at 7 a.m. antander to Bilbao, St. Sebastian, & Bayonne,-On the 1st, 5th, 10th, 15th, and

25th of each month.

Santander to Bayonne, Duscr.—The Bidasea, several times a month. Serpsborg and Frederickstad to Christiania.—Every Monday, Wednesday, and Friday

Schaffhausen to Bregenz, Constance, Friedrichshafen, Lindau, Meersburg, Romanshorn, Rorschach, and Uberlingen.—Daily, at 6.30 a.m.

Schaffhausen to Ludwigshafen on Sundays, Wednesdays, and Fridays, at 6.30 a.m.

Mehandau to Aussig and Leitmeritz.—Daily at 10 a.m.

Schandan to Konigstein, Pirna, Pillnitz, and Dresden...Daily at 6 a.m. & 24 p.m. Schmenkon to Zurich. (Calling at intermediate ports.) At 12.35 p.m. Farce... 2 fr. 65 r., and 2 fr.

Schmerikon to Weegen at 2 p.m.

Seeshaupt (Wurm-See) to Starnberg.—(By Pissenhofen.)—On Suudays, Tuesdays, Thursdays, and Saturdays: and (by Leono) on Mon., Wed. and Fri., at 9.0 a.m.

Semilin (Belgrad) to Penth.—By the Imperial and Royal Dannbe S. N. Co.'s Boats, on Sunday.

Tuesday, Wednesday, and Saturday, at 4 a.m. See page 495.

Semilin to Sissok on the Save.—Every Tuesday and Saturday at 5 a.m. Farcs—1st place

secont, 11 fl.; descent, 14 fl.

Exemple to Specific on the Theirs.—Every Tucsday at 2 p.m.; in 12 day. Fares...7 fl. 30 kr.

seraing to Liege—Daily at 8 and 10 a.m.; 2, 4, and 6 p.m.
Lesto to Arona, Intra, and Magadino, on the Lago Maggiore, at 5.20 and 11.50 a.m.

Shandau to Dresden .- 6 a.m.; and 5 p.m.

Shanghal to Hong-Kong (5 days),—The Peninsular and Oriental Steam Navigation Co.'s
Steamers, on the 7th and 23rd of each month. During the S.W. Monsoon an allowance is made in the dates of the Steamers.

Reack, by the "Theiss" and "Save," to Semlin, Neusatz, and Szegedin to Semlin. Fares, 14 ft., 9 ft. 20 kr. and 4 ft. :0 kr. To Neusatz, 16 ft. 30 kr., 11 ft., and 5 ft. 30 kr. To Szegedin; 21 ft., 14 ft., 14 ft., 14 ft. and 7 ft. 5 kr.

Skien to Christiania .- Every Wednesday and Saturday, at 7 a.m.

- Skien to Langesund.—Every Monday, at 8 a.m.; Tuesday, 5 a.m., and 2 p.m.; Thursday, at 7 p.m.; Friday, at 2 p.m.; and Saturday at 9.45 a.m.
- Senguna to Alexandria—"The Syrian Line," via Rhodes, Mersina, Alexandretta, Latakia, Tripoti, Beyrouth, and Jaffa.—Messageries Imperiales Co.'s Steamers, every alternate Monday at 6 p.m.
- Smyrna to Constantinople Black Sen.—Messageries Imperiales Co.'s Steamers. Seep. 503; Smyrna to Constantinople,—"The Anatolian Line."—Messageries Imperiales Co.'s Steamers, every alternate Tuesday at 1 p.m. Soe page 493.
- Smyrna to Marseilles and Italy, via Syra and Maita.—Messagories Imperiales Co.'s Steamers, every alternate Tuesday, at 4 p.m. See page 498.
- Smyrna to Rhodes-in 3 days.
- Scedertelje to Stockholm.—Every Sunday at 6 p.m.
- Solothurn to Nidau .- At 6 a.m.
- Southampton to Carthagena (204 days), Colon (Aspinwall) (22 days), Grey Town (244 days), and Santa Martha (197 days),—The Royal Mail Steam Pecket Company's ships on the 2nd and 17th of overy month at 2 p.m., nules these dates full on Singlay, then on the day following. Fares—All Main Deck Cabins (except outside after cabins, which are 25 extra for each person,) and Lower Deck after Cabins, single, £56; double, each berth, £11; Lower deck for cabins, single, £55; double, each berth, £93 los. Californ of cabin passengers under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tekers, available for six months, 25 per cent less.
- Southampton to Gibrattar (5 days). Walta (10 days), and Alexandria (13 days).—By the Pennaular and Orlental Steam Navigation Co.'s Steamers, on the 4th, 12th, 20th, and 27th of every month. (40 hours from Alexandria to Sucz.)
- Southampton to Guernsey and Jersey.—Mondays, Wednesdays, and Iridays, at 11.45 p.m.; also, the Atalanta every Monday at 4.15 p.m. See page 484.
- Southampton to Havara.—The Royal Mull Steam Packet Company's Ships, on the 2nd of every month, at 2 p.m.; if this date fall on Sunday, then on the day following. Fares—All main dock cabins (except outside after cabins, which are £5 extra for each person), and lower dock after cabins, single, £66; double, each berth, £44; lower dock fore eabins, £49 los.; double, each berth; £38 los. Children of Cabin passengers under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth; 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per cout. loss. Average passage, 20 days.
- South ampton to Havre.—The Lundon and South Western Railway Company's Steam Shipa.— November 2nd, 5.30 p.m.; 4th. 8 p.m.; 7th, 10 p.m.; 5th, 11th, and 1 ith, 11.45 p.m.; 15th, 4.30 p.m.; 18th, 6 p.m.; 21st, 10 p.m.; 23rd, 25th, and 22th, 11.45 p.m.; and 30th. 4.30 p.m. See page 494 v.
- Southampton to Jacmel (Hayti) and Jameica,—The Royal Mall Steam Packet Company's ships—On the 2nd and 17th of every month, at 2 p.m., unless these dates fall on Sunday, and then on the day following. Fares—all main deck cabins (except out-side after cabins, which are £5 exting for each person) and lower deck after cabins, single berth, £60 10st, double, each berth, £38 10st, lower deck fore cabins, £44 and £33. Children of cabin passengers under 3 years, free; 3 and under 8, quarter fare, and four such children entitled to one berth, 8 and under 12, half fare, and two such children entitled to one berth. Return Tickets, available for six months, 25 per constants. Average passage—to Jacmel 17½ days, to Jamaica 19 days.
- So uthampton to Lisbon (25 days), Fernamiraco (20 days.) Bahia (221 days.) Rio (262 days.) Buenos Ayres (365 days.)—The Royal Mail Steam Packet Company's Ships on that 9th of each month, unless that date should fall on a Sunday, and then on the day's following. Fares to St. Vincent (Cape da Verda,) all main deck catins, (except outside after cabins, which are £5 extra for each person), and lower deck after cabins £45 and £30; lower deck fore cabins, £35 and £30; lower deck fore cabins, £35 and £35; fore cabin, £50 and £35; fore cabin, £47 and £32; to Rio Janeiro, after cabin, £50 and £35; to Monta-Video or Buanos Ayres, after cabin, £70 and £55; fore. cabin, £50 and £43. Children of cabin passengers under 3 years, free; above 3 and under \$5.

quarter fare; and four such children entitled to one borth; above 8, & under 12, half fare, and two such children entitled to one borth. Return Tickets available for twelve months, 25 per cent less. A limited number conveyed from Southampton to the Brazils, not finding their own hammocks and bedding, for £25 each; from Lisoon to the Brazils for £20 each.

Southamptonto New York (11 days)—The North German Lloyd's Steamers, New York, November 1st; and Bremen, November 29th. Farcs, £21, £13 13s. and £8 8. See page 485.

Havre and New York United States Mail Steamship Co.'s Steamer Fulton, November 19thl Fares, £26, £16, and £14.

Mail Steam Packet Company's Steamers leave Southampton on the 2nd and 17th of each month, at 2 p.m. (if this date fall on Sunday, then on the following day) for Colon (Aspinwall), reaching there about the 24th and 9th. Trains run dally across the Isthmus of Panama, and the Steamors of the Pacific Mail Steam Ship Company leave Panama for the North Pacific about the 29th and 14th of each month, reaching San Francisco in about 13 days, and proceeding thence to Paget Sound, touching at Victoria, Vancouver's Island).

Southampton to Santander, Corunna, Cadiz, Malaga, Alicante, Valencia and Barcelona.—Croskey and Co.'s Steamers. No information.

Southampton to Tampico (26½ days) and Vera Cruz (25½ days) The Royal Mail Steam Packet Company's Steamers—On the 2nd of every month, at 2 p.m., unless that date fails on Sunday then on the following day. Fares:—All main deck cabins, except outside after cabins, which are £5 extra for each person) and lower deck after cabins, single berth, £71 10s; double, each berth, £49 10s.; lower deck fore cabins single berth £56; double, each berth, £44. Children of cabin passengers under three years, free; three years, and under eight, quarter fare, and four such children entitled to one berth. Etcurn Tickets, available for 'kx months, 25 per cent. less. A limited number of artisans, &c, at £25 each, with bunk and bedding.

Southampton to Vigo, (3 days) off Oporto, (4 days) and Lisbon, (5 days),—By the Peninsular and Oriental Company's Steamers -7th, 17th, and 27th of every month. When the above dates fall on Sunday, the Steamers leave on Monday, at 1 p.m.,

Southampton to the West Coast of South America, including Callao and ValParaiso.—The Royal Mail Steam Packet Company's ships, on the 2nd and 17th of every month,
at 2 p.m., unless those dates should fall on Sunday, and then on the following day, in conjunction
with the Pacific Steam Navigation Company's ships. Through Tickets may be obtained, but not
including the transit across the Isthmus of Panama. Also return Tickets to or from the ports on
the West Coast (including Panama) with an abatement of 25 per cent. on the Royal Mail Steam
Packet Company's proportion of passage money, available for twelve months.

and 17th of overy month, at 2 p.m.—If the 2nd or 17th fall on a Sunday, then on the following day. To Antigua, Barbadoes, Carriacou, Denerara, Dominica, Grenada, Guadaloupe, Martinique, Porto Rico, St. Kitts, St. Lucia, St. Thomas, St. Vincent, Tobago, and Trinidad. All main deck cabins (except outside after cabins, which are £5 extra for each person) and lower deck after cabins, £55, and £33 los.; lower deck fore cabins, £44 and £33. Children of cabin passengers under three years, free; three, and under eight, quarter fare, and four such children entitled to one berth; eight, m under twelve, half fare, and two such children entitled to one berth eight, m under twelve, half fare, and two such children entitled to one berth available for six months, 25 per cent. less. A limited number victualical on the same footing as the Warrant Officers, and found with bedding, will be conveyed, when there is room, to the West Indies, Colon (Aspinwall), or Mexico for £25 each. From West Indies, arrive at Southsmoother, and the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies of the supplies o

Brade to Hamburg, calling at Zwillengleth, Luke, Schilau, and Blankenses.—7 and 8 a.m., in 24 hours.

Stanstadt to Lucerne.—At 8.20 a.m., and 5.36 p.m., in 40 minutes.

Starmberg (Wurm-See) to Seeshaupt (by Leoni).—On Sundays, Tuesdays, Thursdays, and Saturdays; and (by Possenhofen) on Mondays, Wednesdays, and Fridays, at 7 a.m.

Stettin to Amsterdam, via Copenhagen.—See Amsterdam to Stettin.

ist class, 273 Rhr.; for 3 persons, 1st class, 205 Rhr., 40 Rthr., and 234 Rthr.; one cabin. for 4 persons, 1st class, 273 Rhr.; for 3 persons, 1st class, 205 Rthr.; for 3 persons, 2nd class, 1304 Rthr. These amounts include provisions, but not wines. Children under 12 years, half far.

Eastin to Cronstadt—(St. Petersburg.)—The Preussischer Adler or Wladimir, every Saturday,

Stattin and Dantale to Plensburg.—See Flensburg.

- Stettin to Leith .- The Orient, Gertrude, or Gnome, every Wednesday or Thursday. Fares, £3 and £1 10s. J. Inkster, Agent.
- Stettin to Swinemunde and Copenhagen—The "Hekla," and "Geiser," Wednesdays and Saturdays, at 12 noon. Fares Arth., 6rth. & 4rth.
- Stettin to Swinemunde Pillau, and Konigsberg.—The "Königsberg," or "Ostsee," on the 4th, 8th, 12th, 16th, 20th, 24th, and 28th of every month, at 5 a.m.—Fares to Königsberg, 5thlr., 3 thlr., and 2 thlr.; to Swinemunde, 1 thlr. 15 sgr., and 1 thlr.
- Stettin and Swinemu. le to Petersburg-every fortnight, in 72 to 80 hours. Fares, 6 rth. and 40 rth.
- Stettin to Stockholm (calling at Swinemunde and Calmar).—The Nagler or Nordstern, every Tuesday, at 12 noon, in connection with the train from Berlin. Fares to Stockholm, 18 thr., 12 thr., & 6 thr.; to Calmar, 10 thr., 7 thr. & 33 thr.; to Swinemunde, 14 thr. & 1 thr.
- St. Malo to Jersey .- The Alar, November 1st, 7 a.m.; 8th, 2 a.m.; 15th, 7 a.m.; 22nd, 2 a.m.; and 29th, 7 a.m. See page 483.
- St. Malo to Jersey, (2) hours).—The Jersey Steam Packet Company's Steamer, Venus.

  November 1st, 7 a.m; 4th, midnight; 8th, 4 a.m.; 11th, 5 30 a.m.; 16th, 7 a.m.; 17th, 8 a.m.; 22nd, 3 a.m.; 25th, 4 a.m.; and 29th, 7 a.m.
- St. Nazaire to Belle-He, Lorient, and Brest.—Every even day commencing on the 2nd, at 10 a.m. Fares:—To Evile-He and Lorient, 1st cabin, 10 fr.; 2nd cabin, 8 fr. To Brest, 1st cabin, 22 fr.; 2nd cabin, 14 fr.
- St. Nazaire to Vigo, Lisbon, Cadiz, Gibralter, and Malaga, by the Fluvial and Maritime Steam Packet Company, on the 5th, 15th, and 25th of every month. Administration in Paris, 52. Rue Taitbout.
- St. Petersburg to Amsterdam, via Corennagen. On the 15th of every month.
- St. Petersburg to Copenbagen and Rotterdam.—By the Gironde and Hollander, on the 1st and 15th of each month.
- St. Petersburg to Grimsby. -- Messrs. Balley & Leetham's Steamers. Ceased for the season.
- St. Petersburg to Hull.-Messrs. Gee and Co.'s Steamers will resume again about the middle of May, 1860.
- St. Petersburg Town to Lubeck.—Ceased for the season.
- St Petersburg to West Hartlepool, -The West Hartlepool Steam Navigation Co.'s Steamers every 10 days. Average passage, 6 days.

  Stockholm to Amsterdam, via Copenhagen.—See Amsterdam to Stockholm.

- Stockholm to Drokningholm.—Every week-day at 9, 11, 2, 3, 4, 7, and 8 o'clock.
  Stockholm to Gripsholm and Mariefried.—The Arboga, every Sunday, at 9 a.m.
- Stockholm to Josnkoping.—Every 3 or 4 days. The Essis, Tegner, Junkoping Oestergethland.

  Stockholm to Keeping.—On Thesdays and Fridays, at 9 a.m.

- Stockholm to Leppos and Orebro.—The Nerike, every Wednesday, at 12 noon.

  Stockholm to Lubeck (calling at Calman and Ystadt.) On the 5th, 10th, 15th, 20th. 25th, and 30th of each month, from May to October.
- Stockholm to Nisby and Kalmar.—The Motals, every Wednesday, at 12 noon.
- Stockholm to Norrkeeping.—The Blixen and John Swarz, at 6 a.m., on Tucsdays, Wednesdays, Fridays, and Sundays.
- Stockholm to Nykosping .- The Harmoder and Gripen, every Tuesday and Friday, at 8 a.m.; and Wednesday and Saturday, at 7 a.m.
- Stockholm to Scedertelje .- The Hamoder, every Sunday, at 8 a.m.
- Stockholm to Stettin (calling at Calmar, and Swinemunde).—The Nagler or Nordstern, every Tuesday, at 8 a.m. Fares to Calmar, 8, 5, and 2g Rthr.; to Swincmunde, 16g, 11, and 51 Rthr.; to Stettin, 18, 12, and 6 Rthr.
- Stockholm to Strengens, Kungsehr and Arboga.—Every Tuesday and Friday, at 7 a.m. Stockholm to Strengness, Kungseehr, Graffuedden and Orebro.—Wednesday, Friday and Sunday, at 5 a.m. Fare, 7 kd.
- Stockholm to Upsala... Every day, except Sunday, at 8 a.m.
- Stockholm to Waxholm.—Every Tuesday, Wednesday, Friday, and Saturday, at 6 p.m.
- Stockholm to Westeras.—The Aros, Gustaf Vasa and Westmanlanland, every day, (except on Monday) at 8 a.m.
- Stolzenau to Hamein.—By the North German Lloyd's Steamers, every Monday and Friday. 📫 9 a.m. Fares-Stolzenan to Hanelm, 28 ggr. and 20 ggr.
- Stora to Marseilles,-Messageries Imperiales Co.'s Steamers, Wednesday at noon.
- Strengen to Dalen. -The St. Olaf, every Tuesday at 9 am., every Wednesday & Saturday & P.M.

Straigund to Ystadt .- Every Sunday and Thursday, at noon, after arrival of the Schoolpool (mail coach) from Passow (Berlin). Fares, 6 thr., 3 thr., 11 thr. For families a reduction is made on the ordinary fare.

St. Sebastian to Bilbao, Santander, and Cayonne.—The Bildasoa, several times amonth.

St. Sebastian to Bayonne Disect.—The Simoon, several times a month.

Fues to Aden (5 days), Mauritius (15 days), King George's Sound (30 days), Kangaroo Islands (Adelaide, 3) days), Melbourne (37 days), Sydney (40 days), by the Peniasular and Oriental Steum Navigation Co.'s Steamers, on the 26th of every month.

Sues to Aden (6 days), Galle (Crylon), (17 days), Madras (21 days), and Calcutta (25 days). By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 4th and 19th of

every month.

Ster. to Aden (6 days), and Bombay (14 days).—By the Peninsular and Oriental Steam Navigation Co.'s Steamers, on the 12th and 27th of every month.

Byra to Marseilles, via Malla.—Messageries Imperiales Co.'s Steamers, every Wednesday at . . m. Myrs to Smyrua and Constantinople, to Atnens, and Ports in Greece.—Messageries Imperiales Co.'s Steamers, every Sunday at noon.

Exagedin to Semiin on the Theiss—Every Saturday, at 6 a.m. in 1 day. Fares—1st place, 8 fl. **Exception to Szoluck on the Theisz**—Every Tuesday and Friday, at 6 a.m., in 1 day. Fare--

**Secluck to Szegedin on the Thoiss**—Every Wedne-day and Saturday, at p.m., in half a day. scolnok to Tokay on the Thoiss—On the 1st, 18th, 21st, and 26th of every menth, in 14 day. Fare, 7 fl.

Tamise to Antwerp.—Dally, at 7.30 a m.; and from November 15th, at 8 a.m.

Tetschen to Dresden.—I pm. in 4 hours.

Texel to Amsterdam (8 hours).—On Monday, at 3 a.m.; Wednesday and Friday, at 5 a.m.

Than to Neulaus for Interlacken -8.30 a.m. and 3 p.m. Travellers are conveyed by Diligence from one lake to the other.

Towning to Hall,-On the 6th, 16th, and 26th of each month.

Tokay to Snoluck on the Theiss - On the 4th, 9th, 14th, 19th, 24th, and 29th of every month at 5 a.m., in I day.

**Tensberg to Drammen and Christiania.**—Every Tuesday and Friday, at 7 a.m.

Traunsee.—See Gemunden to Ebensee.

Treves to Coblentz-(254 German miles.)-The New Moselle Steam Navigation Company's Steamers, on Mondays, Wednesdays, Thursdays and Saturdays, at 5 a.m.

Trieste to Albania.—By the Austrian Lloyd's Steam Navigation Co.'s Steamers. Every Saturday at neon.

Trieste to Alexandria, direct.—By the Austrian Lloyd's Mail, Steamers.—In correspondence with the Peninsular and Oriental Co's Steamer for Aden, Bombuy, Ceylon, Madras, Calcutta, Penang, Singapore, Hong Kong, and Shanghae, in 110 hours. Fares—1st Chass, £16; 2nd Class £11: including berth and provisions.—On the 11th and 27th of every month, at 10 a.m.

Trieste to Ancona. Farcs—1st Class 19 fl.; 2nd Class, 13 fl.—Every Tuesday, at 4 p.m.

Trieste to Constantinople.—By the Austrian Lloyd's Steam Navigation Company's Steamers, eta Smyrna, Metelin, Tenedos, the Dardanelles, and Gallholl.—Every Tuesday, at 4 p.m. By the secolorated Line, via Corin and Syra, every Saturday, at 2 p.m.

Trieste to Croatia.—By the Austrian Lloyd's Mail Steamers, via Fiume, Segna, Besca Nuove, Arbe, Lussingrande, Val Cassione, to Zara, every Tuesday, at 6 a.m.

-Trieste to Dalmatia.—By the Austrian Lloyd's Mail Steamers, via Lussin-piccole, Zars, Sebenico, Spaluto, Macarscu, Curzola, Ragusa, to Cattaro, every Tuesday at 4 p.m.

Tricke to the Danube.—By the Austrian Lloyd's Mall Steamers from Constantinophe, wa Burgas, Varna, Sulina, Tulcia, Galatz, to Ibralia, by the ordinary line; and via Varna, Salina, Galatz, and Ibralia, by the accelerated line, every Saturday, at 2 p.m. During the winter, the line eztends to Varna, air Burgas only.

Extracte to Egypt (Alexandria).—By the Austrian Lloyd's Mail Steamers, die Sermera to Alexandria, Tuesday, November 1st, 15th, and 29th, and every Fortnight at 4 p.m. By the Associated the Control of the Associated the Control of the Associated the Control of the Associated the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of t

lecated Line, Saturday, November 58, 1508, and every Formight at 2 pm. By the American lecated Line, Saturday, November 58, 1508, and Greece, ending at the Fireway (Atlema), via Thi is is many or Commun.—By the Austrian Lloyd's Mail Steamers, every Tendady, at 2 pm. Peres - let Glass, 162 ft. 2 nd Glass, 78 ft. And by the Accelerated Line every Saturday, at 3 pm. Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the Telegate to the

Line vie Stra, every Saturday, at 2 pm

Trieste to Istria.—By the Austrian Lloyds' Mail Steamers, every Tuesday, at 6 a.m., via Presso, UMAGO, CITTANOVA, PARENZO, ROVIGNO, FASANA, POLA, CHERSO, MALINERA (Isle of Vegha), and FIUME; and every Saturday, at 6 a.m., only as far as Pola.

Triests to Salonica.—By the Austrian Lloyd's Steamers, by the Accelerated Line, etc. Confe. and SYRA. Every Saturday, at 2 p.m.

Trieste to Smyrna, via Ancona, Molfetta, Brindisi, Corfu, Zante, St. Nicolo of Cerico, Stale. and Scio.-By the Austrian Lloyd's Mail Steamers. Every Tuesday, at 4 p.m.

Trieste to Syria. By the Austrian Lloyd's Mail Steamers, via SMYRNA, to RHODES, CYPROS, BERET, JAFFA, and CAIFFA. November 8th and 22nd; and every fortnight at 4 p.m.; and by the Accelerated Line. Saturday, November 12th and 26th, and every fortnight, at 2 p.m.

Trieste to Trebisond.—By the Austrian Lloyd's Mail Steamers, by the Accelerated Line, 660

INEBOLI, SINOFE, SAMBUN, AND KERGSOND. Every Suturday, at 2 p.m.

Trieste to Venice (8 hours)—By the Austrian Lloyd's Mail Steamers. Daily at 8 a.m., by Paddie wheel Steamers. Departures will take place between Trieste and Venice by Screw boats, according to circumstances.

Trieste to Volo.—By the Austrian Lloyd's Mail Steamers, rig Constantinories Lacos, and Ca valla. By the Accelerated Line. Every fortnight, Saturday, November 12th and 26th, at 2 p.m. Tripoli (Syria) to Alexandria and Marseilles.—Messageries Imperiales Co.'s Steamers, Every alternate Monday at 6 p m. See page 502.

Tripoli (Syria) to Constantinople, via Smyrna.—Messageries Imperiales Co,'s Steamers Every alternate Sunday at 6 p.m.See page 502.

Tunis to Marseilles, via Bona and Stora.—Messageries Imperiales Co.'s Steamers, Sunday at noon.

Uberlingen to Bregenz.—Daily, at 6.45 a.m. Sunday, Monday, Thursday, Friday, and

Saturday, at 6 p.m.; Tuesdays and Wednesdays, 5 p.m., direct.

Ueberlingen to Friedrichshafen, Lindau, Romanshorn, Rorschach, and Schaffhausen.-1)aily, at 6.45 a.m.

Weberlingen to Ludwigshafen.—Daily, at 11.49 a.m.; Sundays, at 6 p.m.; Wednesdays and Fridays, at 5 p,m.

Ueberlingen to Meersburg.-Dally, at 6.45 a.m.; Sundays, Mondays, Thursdays, Fridays, and Saturdays, at 6 p m.; Tuesdays and Wednesdays, at 5 p.m.

Usrdingen to places on the Rhins.—By the Cologue and Dusselder Company's Steamers

Upwards—Daily, at 4\frac{3}{4} p.m. and 12 night. Downcards—Daily, at 10\frac{1}{4} a.m. and 12\frac{1}{4} night. By the

Notherlands Company's Steamers. Upwards—Daily at 1\frac{1}{4} a.m. Downwards—Daily, at 12 night. Uhlefos to Fjoerestrand.—The Statsrand Stang, every Wednesday and Saturday, at 61 p.m. Vodsce to Hammerfest, -The "Gyller," once a-week.

Valence to Avignon-daily, at 7 a.m., in six hours.

Vallo to Korsor.

Valparaiso to Caliao and Panama,—The Pacific Steam Navigation Co.'s Steamers on the Ist and 16th, at 11 a.m., calling at intermediate ports, and arriving at Callac on the 10th and 6th

Varna to Constantinopie.—Messageries Imperiales Co.'s Steamers, every Tuesday at 2 p.m. Vegenack to Bremen.—Daily at 7; a.m.; also on Sundays at 7.30 p.m.

Venice to Trieste, -- By paddle-wheel Steamers daily, at 6 a.m., also by Screw-boats. See Trieste. to Venice.

Venlo to Ruremonde, Maeseyck and Maestricht.—The Meuse Steam Navigation Co.'s Steamers. Daily, at 3 a.m.

Venio to Rotterdam.—The Meuse Steam Navigation Co.'s Steamers. Daily, except on Sunday. and Saturday, at 114 p.m. On Sunday, at 7 p.m., after the arrival of the Boats from Macetricht. Vevay to Geneva, touching at Occur, Evian, Thonox, Nernier, and Hermance.—Daily at 6 am Vevay to Villeneuve.—Daily, at 10.30 a.m., and 12.30, 1.15, and 6.46 p.m. Vienna to Galatz and Comstantinople.—By the Dannbe, overy Sunday, at 6 a.m., in 7 days.

Fares, 94 fl., and 66 fl.

Vienna to Linz-Corresponding with the Bavarian Steam-boats to Ratisbon, by the Imperial and Royal Danube Steam Navigation Co. Dally, at 6 a.w. See page 496.

Vienna to Giurgevo and Galatz.—Every Sunday, at 6.30 a.m. See page 498.

Vienna to Pesth—By the Imperial and Royal Danube Steam Navigation Company's Boats

at 6 30 a.m. See page 495. Vienna to Semiin (Beigrad).—By the Imperial and Royal Austrian Danube Co.'s Steamers. every Sunday, Tuesday, Thursday, and Friday, at 6.30 a.m. See page 495.

Vienna to Pressburg—daily, at 6 a.m. Fares, 2 fl. 20 kr. and 1 fl. 30 kr.

Vise to Maestricht,...The Meuse Steam Navigation Co.'s Steamers. Daily at 71 a.m., 12 noon and 6 p.m

Volo to Constantinople, calling at Salonica, Dandanelles and Gallipoli.—The Messageries Imperiales Co.'s Steamers, every Monday at 3 p.m. Wallenstadt to Weesen.—At 8.30, a.m.

Wasserburg to Rosenheim.—5 a m. Waxholm to Stockholm. - Every Monday, Wednesday, Thursday, and Saturday at 61 a.m.

Weesen to Murg.—At 10.50 a.m. and 5.5 p.m. Weesen to Wallenstadt.—At 2 p.m.

Wessen to Schmerikon.—(By Linth Canal.) At 10.5 a.m.

Wertheim to Lohr, Gemunden, Karlstadt, and Wurzburg—Tuesdays, Thursdays and Saturdays, at 4 a m., u 12 hours. hares, 1 ft. 42 kr., and 52 kr.

Wesel to places on the Rhine .- By the Cologne and Dusseldorf Co's Steamers. See page 498. By the Netherlands Co.'s Steamers. - Upwards-Daily, at 9 p.m. Downwards-Daily, at 3 a.m.

Westeras to Stockholm. Livery day, (except on Monday), at 8 am.
West Hartlepool to St. Petersburg (Cronstadt).—He West Hartlepool Company's
Steamers every 10 days, as meant as possible. Average passage 6 days.

Steamers every 10 days, as nearly as possible. Average passage 6 days.

West Hartlepool to Hamburg.—The West Hartlepool Steam Navigation Co.'s Steamers

every Wednesday and Saturday. Average passage 40 hours. Fares, cabin £1 10; Return Tickets £2, Weymouth to Guernsey and Jersey.—The London and South Western Steam ships, every Wednesday and Friday, at 8 a m , and on Saturdays at 11.30 p m. Fares-1st Class, 18s.: 2nd

Class, 12s. See page 484. The Weymouth and Channel Islands Steam Packet Company's steamers every Wednesday,

and Saturday, at 6 a m. Fares, 1st Class, 18s.; 2nd Class, 12s.

Wischhafen to Hamburg.—At 52 a.m. Wismar to Copenhagen.—The Obolrit, on Thursdays and Sundays, at 4 p.m.

Worms to Mannheim,—Daily at 8 a.m.; 54 and 74 p.m. By the Netherlands Co.'s Steamers, Daily, at 5 p.m.

Worms, down the Rhine to Cologne.—Daily at 7.0 and 9] a.m. By the Netherlands Co.

Steamers.—Daily, at 51 a.m.

Worms, down the Rhine to Rotterdam.—Daily, at 7.0 a.m. By the Netherlands Co.'s Steamers. Daily, at 51 a.m.

Wurm-See, Starnberg to Seeshaupt, at 10 a.m., in 2 hours.
Wurzburg to Karlstadt, Gemunden, Lohr, Wertheim, Miltenberg, Aschaffenburg, Hanau, Offenbach, and Frankfort-On Menday, Wednesday, and Saturday, at 5 a.m., in 14 hours. Pares to Frankfort, 6ft. and 4ft.

Wurzburg to Cologne.- Goods Steamers, taking passengers, several times a-week.

Ystadt to Copenhagen. Filosys, at 9 a. m.
Ystadt to Stralsund. Every Tuesday and Saturday morning, after arrival of the Coach from Stockholm. Fares-6thr., 3thr., and 13thr. For Families a reduction is made in the ordinary fares.

Everdun to Neufchatel...... 1, 7, and 10 a.m., and 2 p.m.

Zaandam to Amsterdam. The tayourite Padule Steam Boat Mercurius, during the Summer Season, at 61, 83, and 103 a m.: 1, 4, 6, and 8 p.m.; also on Mondays, Wednesdays, and Fridays, an extra boat at 71, 91, and 113 a m.; 3, 51, and 71 p.m. Farcs—80 cents, 65 cents, and 50 cents. Zug to Immensee and Arth -At 9.15 a.m and 1 p.m., in 1 hour.

Zug to Chaam.—8.20 a.m., and 3 p.m. Zulpben to Amsterdam. (it bears.)—Daily, at a. m.

Zuricis' to Italy by Splugen. Down the Lake at 8 a.m., in connection with diligences and
Steamers on Lake Wallenstadt.

Zurich to Lucerne. - Livery morning at 8 a.m. - by steam to Horgen, by diligence to Zug, by steam to Immensee, by omnubus to Kusnacht, and by steam to Lucerne-in 7 hours. Passengers can book through.

Zurich to Horgen, Stafa, and Richterswyl. - At 530, 7.55, 8, and 10.30 a.m.; 3,30

(Sundays 1.45), 6.25, and 6.36 p.m., Sundays also at 8.15 p.m. Zurich to Kusnacht.—At 7.55 a.m., and 6.25 p.m.

Zurich to Rapperschwijl, color at intermediate ports, 4.50, 7.50, and 10.15 a.m.,; 1.40, 5.5 and 7.30 p.m. Fares—iff. Str. and off. 20r.
Zurich to Richtersweil. 11.00, 7.45, 7.50, and 10.15 a.m.; 1.35, 1.40, 5.0, 5.5, and 7.30 p.m.
Zurich to Schmerikon.—7 50 and 10.30 a.m.

Entphen to Kampen and Amsterdam.—Dally, at 6 a.m., touching at Deventer and Katerveer for Zwolle.

Ewolle to Amsterdam. (8 hours.)—Daily, at 7 and 9 a.m.

Zwolle to Hull, via Harlingen .- The Minister Thorbecke, every Saturday.

# DILIGENCES. POST AND MAIL COACHES. &c.

Note.—The figures placed immediately after the name denote the distance,—thus, Aslen to Cannateds (46), i. c., 46 English miles. The * signifies a Rallway Station; h. hours; f. fares; ret. returning.

Aslen to Cannstadt (46), 10.25 p.m., in 71 hours, fare 195 kr. Ellwangen (104), 6.15 a.m., 1.15 and 11.10 p.m., in 2 hours, fare 45 kr. Gmund (141), 1.35 & 10.25 p.m., in 2 hours, f. 65 kr. Heidenheim (141), 9 a.m., in 21 hours, fare 65kr. Nordlingen (22), 6.18 a.m., in 44 hours, fare 95 kr. Stuttgart (484), 10.25 p.m., in 84 hrs. fare 210 kr. Sussen (35%), 1.35 p.m., per Gmund in 5% hours; 9 a.m. per Heidenheim in 61 hours.

Basel, 3.20 & 8.50 p.m., also per Railway Bern (781), per Railway

Biel (65), per Railway. Sins (46), 5.0 a.m., per Wohlen, in 52 hours, fare 4fr. 20c. Zug, 5 a.m., per Sins, in 6} hours,

fare 5 fr. 35 c. Aarberg to

*Aarau to

Bern, 7.35 s.m., 121 noon, and 8.40 p.m., in 21 hours, fares, 3 fr. 40 c. and 4 fr. 20 c.

Biel, 8 a.m. and 41 p.m., in 11 hour, fare, 1 fr. 60 c.

Murten 10.20 a.m., returning 11 p.m., in 2 hours, fare, 2 fr. 60 c. Neufchatel, 12.40 p.m., and 12.15 night, in 3 hours, fare, 4 fr. 15 c. Solothurn, 3.35 p.m., in 31 hours, fare, 4 fr. 15 c.

* Achim to

Stade (494), 104 p.m., in 9 hours, fare 2th. 28gr. Agram to

Carlstadt (34‡), 7 p.m. on Wed-nesdays and Saturdays, & 8 p.m. on Sundays in 6# hours, and Briefpost daily, fare 4 fl.

Flume, (1173), 7 p.m., Wednes-days and Satardays in 24 hours, returning 5 a.m. Tuesdays and Saturdays. Briefpost daily, fares

84. 36 kr. Pölischach (621), 1 p.m. in 141 hours, fare, 7 fl. 12 kr. Semlin (281), 5 p.m. in 62 hours,

returning at 10 p.m. Briefpost daily

## Agram to

Sissek (414), 44 p.m. on Mondays and Thursdays in 8 hours. Briefpost daily, fare, 4 fl. 48 kr

Steinbrucken, (561), 10 a.m. and 9 p.m. in 11 hours, fare, 6 fl. 32 kr.

Warasdin (46), 5 p.m. on Sun-days, Wednesdays and Fridays, in 104 hours, returning at 8.10 p.m. on Mondays, Thursdays, and Saturdays. Briefpost daily, fare, 5fl. 20 kr.

## Airolo to

Andermatt (28), 8 a.m., and 10.35 p.m., in 4 hours, fares, 6fr. and 6fr. 90c.

Bellinzona (56), 2.50 a.m. and 7# p.m , in 51 hours, fares, 10fr. 10c. and Hfr. 95c.

Fluelen, 8 a.m., and 10.30 p m., in 81 hrs., fares, 13fr. 10c., and 15fr. 25c.

Milan, 2.50 a.m. and 74 p.m., in 161 hours, fares, 22fr. 60c. and 26fr. 35c.

# *Aix-la-Chapelle (Aachen)

Coblentz (1061), 7 a.m. per Losheim, in 222 h., f. 5th. 11sgr. Eupen (114), 8 a.m. &8 p.m., in

2 hours, fare 15 sgr. Julich (144), 7 a.m. and 5 p.m.,

in 3 hours, fare 24 sgr. Montjoie (20‡), 7 a.m., 5½ (in winter 4½) p.m., in 4½ h., fare 27sgr

Trier (931), 7 a.m. per Losheim, in 201 hours, fare 4th, 218 sgr.

## *Alfeld to

Holzminden (251), 6.25 p.m. in 61 hours, farc, 1th. 12gr. Hoxter (Buke), (331), 6.25 p.m. in 8 hours, fare, 1th, 244 gr.

#### Alsfeld to

Fulda 261), 2.25 p.m., in 41 hours, fare 1 fl. 36 kr.

#### Alsfeld to

Giessen (321) 5 a.m., (in winter 41 a.m.,) in 61 hrs, fare, 1 fl. 56 kr.

Grunberg (181), 5 a.m. (in winter ter 41 a.m.,) in 4 hrs., fare, 1 fl.

Hersfeld (22), Monday and Thursday, at 12 noon, in 44 hours, fare, 100 kr.

Lauterbach (101), 2.25 p.m., in & hours, fare, 40 kr.

Neustadt (152), 10.55 a.m., in 6 hours, fare I fl.

## *Altenburg to

Gera (204), 94 a.m., and 24 & 84 p.m., in 4 hours, fare, 224 ngr. Jena (401), 81 p.m., in 104 hours. fare, 58 ngr. Penig (13%), 24 p.m., returning 74 a.m., in 24 hrs., fare, 15 ngr.

Rochlitz (191), 2 p.m., in 31 hrs, fare, 21 ngr. Waldenburg (134), 24 & 84 p.m.

in 21 hours, fare, 12 ngr. Weimar (52), 84 p.m., in 134 hrs., fare 2th. 16ngr.

Zeiz (134), 8 p.m. in 31 hrs., fame 191 ngr.

### Altenkirchen to

Bonn (30), 21 p.m., in 6 hours. fare 37 sgr. Burbach, 2.0 a.m., returning

at 6 r.m., per Kirchen, in 94 h. Coblentz (321), 4 a.m., & 1.30 p.m. in 64 hours, fare, 49 sgr. Dierdorf (141), 4 a.m., & 1.30 p.m.

in 24 hours, fare, 224 sgr. Hennef, 6.10 a.m., and 2 p.m., in 4 hours

Siegburg (23), 6.10 a.m., in # hours, fare, 35 sgr.

Siegen (341), 2.0 a.m., and 2.46 p.m., in 64 hours, fare, 52 sgr.

## Alzey to

Creuznach (17), 3.35 p.m., in 👀 hours, fare, 84 kr. Mayence (20%), 3; p.m., in 3; hours, fare, ifi. 14kr.

Alzey to Oppenhelm (194), 4 s.m., in 3

hours, fare 1 fl. 4 kr.

Osthofen (111), 8.20 a.m. : 41 and 81 a.m., and 11 pm., by Umnibus in 2 hours, fare 44 kr.

Worrstadt, 31 p.m., in 11 hour, fare 26 krs.

Worms (134), 34 p.m. per l'feddersh, in 2) hours, fare, 1 fl.

## Ambers to

Augsburg (120), 7.45 a.m. per Nuremberg, in 121 hours

Bayreuth (413), 1 a.m., in 9 hrs., fare, 2 ft. 41 kr.

Cham (414), 7 p.m. per Rötz, in 94 h. ret. at 7 p.m; f. 336 kr. Eger (66), 8 p.m., in 151 hours; £ 404 kr.

Muremberg (394), 7.45 a.m., in 64 hours.

Regensburg (39%), 12.35 a.m., in 8 hrs. ; £ 272 kr.

Waldmunchen (431), 7 p.m per Rötz, in 81 hours; £ 296 kr. Welden (314), 8 p.m. in 74 hours, returning 10 p.m., fare, 229 kr. Wernberg (181), 8 p.m., in 31 hours; f. 136 kr.

# *Amrisweil to

Constance (16), 6.5 p.m. in 2 hrs., fare, lir. 90rp. Rorschach (18), 8.5 a.m., in 2 hours, ture, lfr. 70rp.

St. Gallen (184), 8.5 a.m. in 24 hours, fare, 2ir.

**Anclam** to

Demmin (324). 24 and 64 a.m., in 54 heurs; £ 42 sgr. Greifswalde (22), 61 a.m. in 3 hrs. 2) a.m., and 22 p.m., in 31 hrs.;

fare, 38 sgr., and 28 sgr. Lasson (10), 7 a.m., in 2 hours;

7. 135 sgr. M. Brandenburg (30), 8 a.m., in 5 hours; f. 421 agr.

Pasewalk (28%), 4 a.m., and 13 p.m., in 5 hrs., & 101 p.m., in 41 hrs.; £ 50 and 371 sgr.

Passow (Berlin), (60), 4 a.m., in 10 hrs., fare, 91 sgr.; and 101

p.m., in 8\$ hours; fare, 104 sgr. Preuslau (43\$), 4 a.m., fure 57 sgr., in 7 hours, and 104 p.m.,

in 64 hours; £ 76 sgr.
Stattin (644). 4 n.m., & 14 p.m.
in 62 hours, fave, 824 sgr., and
104 p.m., in 74 hours; £ 94 sgr.
Straisund (424), 24 n.m., and 25 n.m., in 7 hrs., & 63 a.m. and 25 n.m., in 7 hrs., & 63 a.m. in 55 feets, fare 844 & 75 agr.

Spinemunds (201), 73 d.m., in 8

## *Angermund to

Boizenburg (261), 91 p.m., returning at 91 a.m. in 41 h.; £ 341

Konigsberg (22), 94 a.m., 3 & 94 p.m., in 44 hours, fare 284 sgr. Schwedt (12½), 9½ a.m., and 3 & 9½ p.m., in 2½ hrs., fare 16½ sgr.

## *Annaberg to

Chemnitz (22), 1 p.m., 101 a.m., and 104 p.m., in 44 h.; £ 24 pgr. Freiberg (354), 1 a.m., in 9 hrs.;

fare, 464 ngr.
Johstadt (6)), 34 p.m., returning sam., in la hour; fare, 7 ngr. Marienberg (14), 6 p.m., in 3 hrs,

fare 15 ngr.

Oberwiesenthal (131), 3 p.m., in 31 hrs.; ret. at 6 a.m.; f. 12 ngr., Schwarzenburg (114), 64 a m. and 124 noon, in 24 hours, fare 14 ngr.

## Anshach to

Erlangen, 41 a.m., in 122 hours. Feuchtwangen (161) 31 p.m.; returning at 7 a.m. in 31 hours. Neustadt 44 a.m., returning 112 a.m., in 8 hours.

Nuremberg (261), 5 a.m. and 4 p.m., in 51 hours, fare, 1 ft. 15 kr.

Ochsenfurt (34%), 7% a.m., and 7% p.m.; returning 6.50 s.m., and 10.50 p.m., in 84 hours, fare, 4fl.

Uffenheim (241) 71a.m., and 71 p.m., returning 1.35 and 9.15 a.m. in 5 hours, fare, 1 fl. 3 kr. Windsheim (22), 41 a.m., in 5 hrs.; returning at 3 p.m.; fare, 51 kr.; Warzburg (16), 71 a.m. and 71 p.m. in 10 hours, fare, 2fl 12 kr.

## " Apolda to

Cahla (181), 1.30 and 5. 0 p.m., in 4 hours. Jena (91), 6 a.m., L30 and 5 p.m.

in 14 hour, fare, 10 sgr. Neustadt-on-Oder (284), 14 and 5 p.m., in 64 hours Rudolstadt (82), 5 p.m., to. 71

hours, fare 37 sgr. Schleiz (414), 5 p.m. n 94 hours. fare, 504 agr.

## *Appenweyer to

Frendenstudt (314), 114 a.m., in summer on Sundays, Wednes-days, and Fridays in 61 hours, Petersthal (17), 101 a m., in 31 hours, per Omnibus
Kippoldsau (30), 114 a.m., in Sammer only, in 61 hours.

## Appenzell to

Gais (42), 6 u.m., and 42 p.m., in # hour, fares 75c. and 90c. St. Galien (194), 6 a.m., and 44 p.m., in 21 hours, fare, 2 fr. 45c., and 3frs.

## *Arlon to

Brussels, per Railway. Luxemburg (182), 8 a.m., and 6 p.m., in 3 hrs., f. 20 & 24 sgr. Namur, per Railway. Sedan (634), 7 a.m., in 14 hours. fares, 56 and 64 ser.

## *Arnheim to

Deventer, 11 a.m., and 3 p.m.. in 41 hours, fare, 2 gld. 10 c. Lingen, 11 a.m., in 164 hours. fare, 6 gld. 30 c. Nymwegen, 11 a.m., 2, 3, and 8

p.m., in 2 hours, fare, 1 gkd.

## Arnsberg to

Hamm, 104 p.m. in 64-hours, fare 1th. 15 sgr. Iserlohn (241), 51 a.m. and 12 noon, in 41 hrs., fate, Jil sgr. Meschede (121), 71 a.m., and 6 p.m., in 21 bours, fare, 161 sgr. Olpe (491), 8 a.m., per Hilstein, & 101 p.m., in 91 hrs., fare, 66 sgr. Soest (181), 7 a.m. & 11 & 7 p. . in 3 hours, fare, 22‡ agr Winterberg (35‡,) 7‡ a.m., in 7; hours, ret. 14 p.m., fare 544 sgr

#### Aroutedt to

Dietendorf (71), 6.45 a.m., and 25 p.m., in 14 h, f., 9 agr. Erfurt (114), 94 pgm., in 24 hra, fure 15 agr. limenan (1 id), 65 a.m., in 22 hra.

and 124 noon per Eigersburg, in 3 hours, fare, 15 agr. Rudolstadt (254), 124 moon, in 42

Rudoistana proping and history, face 365 aggs.
Smalland (314), 124 moon, in 84 hours, fare, 475 aggs.

## Arnstadt to

Schleusingen (80), 64 s.m., in 7 hours, fare 30 sgr.

#### *Arnawalde to

M. Friedland (342), 24 p.m., in 64 ars., fare 434 sgr. Rects (0), bi p.m., in 2 hours, fare 12 sgr.

#### Arolsen to

Bonenburg (181), 4 and 101 a.m., in 22 hours, fare 193 sgr.
Corbach (114), 23 p.m., and on
Sunday, Monday, Wednesday,
and Friday at 4 s.m., in 24 hours, fare, 15 sgr. Paderborn (311), 4 and 101 a.m., per Bonenburg in 6 hours Pyrmont (534), 101 a.m., in 13 hrs., fare, 784 sgr.
Stadtberge (124), 31 p.m., in 21 hours, fare 164 sgr Warburg (131), 4 p.m., in 21 hrs., fare, 18 sgr. Wildungen, (261), 7 a.m., in 47 hours, ret. 3 p.m., fare 311 sgr.

* Arona to Bellinzona (32), 7.0 a.m., and 3.20 p.m., in 63 hours, fare, 6 fr 15 c. Chur, 7 a.m. & 3.20 p.m. in 241 hs., fares, 34fr. 65c., and 30fr. 25c. Domo d'Ossola (58i), i p.m., in 74 hours, fare 8fr. ( Licerne, 7 a.m. and 3.20 p.m., in 26 hours. Milan (784), 7 a.m., in 7 hours, fare, 8fr. 70c. Turin, by railway.

## Artern to

Allstedt (9), 2.45 a.m., return 7 p.m., in 12 hour, fare 12 sgr. Erfurt (38), 21 a.m., in 71 hours, fa e, 50 g ngr. inkenhausen, (131) 21 a.m. per ichsenbach, in 4 h., f. 21 sgr. 'allo (341), 10.30 p.m., in 7 hours, 10. 5 1 sgr. Pirt (144), 10.80 p.m., in 24 6, fare, 222 sgr. nausen, (74), 44 a.m., and m., in 14 hour, fare 104 sgr. ausen (251), 21 a.m. per ach, in 61 h., f. 371 sgr. ٧. 31), 21 a.m., in 71 hrs., 154), 24 a.m., in 4 b., fare, 24,

#### Arth to

Brunnen (16), 2,30 p.m., in 2 hrs. Luzern (201), 31 p.m., in 31 h., fare, 2 fra.

#### Arth to

Zug (12), 8 a.m., in 11 hr; & 11.0 a.m. & 31 p.m., in summer ju 2 hours, per steamboat. Zurich, 8 a.m. per Horgen, & 11.0

a.m., & 31 p.m., in summer per steamer m 54 hours.

## *Asberg to

Markgröningen (41), 7.40 a.m., & 6.45 p.m., ret. 6.25 a.m., & 53 p.m.

## *Aschaffenburg to

Bischofsheim (571), 71 p.m., per Wertheim, in 132 hours. Mergenthelm (674), 71 p.m., per Wertheim, In 16 hours. Miltenberg (241), 71 p.m., in 41 hours, fare 87 kg. Wertheim (421), 71 p.m., in 9 h., fare, 8 fl. 17 kr.

## Aschersleben to

Bernburg (14), 1 and 7f a.m., and 121 p.m. in 21 hours, fare issgr. Eisleben (19), 6 a.m., in 35 hours, fare 24 sgr. Stassfurih (114), 31 and 114 a.m., in 2 hours, fare 13 sgr.

## *Augsburg to

Fusson (633), 6.35 a.m. per Biessenhofen, in 61 h., f., 4 fl. 25 kr. Ingolstadt (471), 4.0 a.m., per Pornbach, in 104 hours Innsbruck, by railway, Munich.

Lundshut. by railway. nor Munich.

Memmingen (494), 6.35 a.m. per Buchloe, in 74 hours, and 1.35 p.m. per Gunzach in 9 hours, fare 4 fl. 15 kr.

Neuburg (321), 2 p.m., in 71 hrs., fare, 1 fl. 27 kr.

Regensburg (80%), 4.0 a.m. per Neustadt, in 17 hours, and 6.50 a.m. per Munich, in 141 hours, fare 9 fl. 36 kr

Stuttgardt (981), 6.35 a.m. per Ulm, in 41 hours, and 1.40 p.m. per Ulm, in 74 hours

## *Aulandorf to

Altshausen (54), 12 nyon and 8.40 p.m., in 14 hr., ret. 10 a.m. and 6.30 p.m., fare, 25 kr.

## *Aulendorf to

Mengen (194), 8.40 p.m., ret. 1.55 a.m., in 32 hours, fare, 1 fr. 15

Riedlingen (204), 8 a.m., in st hours, returning 34 p.m. Saulgan (9), 8.0 a.m. and 8.40

p.m., in 14 hr., ret. 4.5 a.m. and 5.25 n.m. Sigmaringen (274), 8.40 p.m., in 5 hours, fare, 2 fl.

## Aurich to

Emden (157), 3.55; 10.25 a.m., 121 and 7.40 p.m., in 31 hours; 6 a.m. and 2 p.m., in 44 hours; in winter at 12 noon only, in 41 hrs. Esens (141), 9 a.m. and 10 p.m., in 31 hours: returning at 61 a.m., and 2 p.m., fare, 194 ggr. Leer (22), 8 p.m., in 4 hrs., tare, Iff. 8 gr. Oldenburg (47‡), 8 p.m., in 8‡ hrs., fare, 82 ggr. Wittmund (141), 9 a.m. and 10 p.m., in 32 hours; returning at

6; a.m. and 2; p.m.; fare, 26

## Balingen to

ggr.

Aulendorf, 6.40 p.m., in 104 hrs., fare 3fl. 50kr. Hechingen (8), 7.40 a.m. and 7 p.m., in 14 hour, fare, 41kr. Rottwell (15), 5.35 u.m. and 5.10 p.m., in 22 hrs., are 1ft. 12 krs. Sigmaringen (28), 6.40 p.m., in 54 hours, fare 2ff. Tulingen (22), 7.40 a.m. and 7 p.m., in 84 hours.

#### *Bambere to

Brückensu, 6 a.m. in 94 hours. Coburg, by railway, per Lichtenfels.

Cronach, 1.15 and 91 p.m., per Hochstadt, in 31 and 31 hours Eger, 1.15 p.m., per railway, in 12 hours, fare, 6fl. 4kr. Kissingen (38), 6 a.m., in 44 brs.,

fare, off. 11 Kr. Neuses, 4 p.m., in 54 hours, re-turning at 3 a.m. Wunsiedel, 1.15 p.m., in 7 hours.

## Barmen to

Lennep (7), 7.20 a.m., and 1.45 p,m., in 15 hours, fare, 10 isgr.

#### *Basle, to

haran, by sail (52), and 74 a.m., and 104 p.m., per l'redrichsfeld, in 61 hours, fare 7 f. 10 c. Bern (60), 41 a.m. and 8 p.m., in 14# & tthours; and per Railway; fare, 16ir. 60e , and 20 frs. 40c. Biol (45), 13 a.m. and 8 p m., in 101 hrs; and per Railway; fare, 12 frs. 30c and 15frs. 10c. Brugg, 74 a.id., & 10} p.m., in

be hours. Chaud de Londs (1017), 41 a.m. and 8 p.m., in 12 & 13 hours, fare, 140s. 35c, and 17frs. 70c. Dolsberg (39j), tj a m. & 8 p m., in 41 hrs., f., 5frs. 60c. & 6frs. 90c. Geneva (2121), per Rallway. Lörrach (91), 81 a.m., 4.0, and 7.5 p.m., in 1 hour, fare 60c. Lucerno (50), 1 cr. ii ulway.

Milan, 101 a m. and 7.50 p.m , in 311 and 107 hours, tares, 47frs. 80c, and 56frs. 50c..

Nenfchatel (1153), per Railway. Paris (321), 51, 7, and 103 a re., per Strasburg, in 171 hours; and 101 am., and 3 40 pm., per Vesoul, fare, 6fr. 75c. Schaffhansen (57), 10.30 a.m.,

and 6,55 p.m. in 61 hours Schopfheim, 41 a.m., and 4 p.m., returning at 71 and 11.20 a.m. Solothum (39), per Rallway.

Zurich (53) 5.40 and and 103 a.m. in 41 and 31 hours, and 1.40 41, and 6.55 p m., per Waldshut, in 4, 51, and 3 hours, and per Rallway.

#### *Bautsen to

Camenz (164), 3 p.m., In 34 hours, fare, 15 ngr. Oottbus (40), 71 p.m., in 91 hours, fare, 571 ng..

Ebersbach (114) 7 p.m., ret. at 3 a.m., in 31 Lours, fare 13 n.r. Schlucker of (1 ''.74 p.m., ret. at 5 a.m., in 3 1 rs., fare 17 ngr. Spremberg (331), 71 p.m., in 61 hours, fue 361 ngr.

# Bayreuth to fare, 2fl. 41 hr.

Kemuath (154), 74 a.m., in 34 brs., ret. at 9.30 a.m. Regensburg (80%), 3 p.m. in 19 hours, tare, Streitberg, 64 a.m., returning at 3 p.m., in 6 hours Weiden (391), 71a. m. returning at

4 a.m. in 94 hrs., fare, 2d, 27kr.

Amberg (114), 3 p.m., in 9 hrs.

#### *Bebra to

Eschwege (23), 71 a.m., in 4 hrs., fare 30 sgr.

Fulda (317), 7 a.m. and 10 p.m., in 64 hours, fare 1 th. 171 sgr. Hersfeld(94), 74 a.m., 14 and 10 p.m., in 11 hour, fare 10 sgr.

## Beckenried to

Lungers, 91 am. returning at 10.0 a.m., in 51 hours, fare, 5fr.

Surnen, 91 a.m. return, 125 noon in 3 hours, tare 2fr. 30c.

## Bellinzona to

Airolo (42), 12 35 a.m., and 3.10 p.m., in 7 hours, fare 10fr. 10c. ard Hirs. 95c.

Arona (695), 2 and 10.25 a.m. in 62 hours, fues 6 fr. 15 c., and 6 ft.

Camerlata (59), 2 and 81 a.m. in 72 hours, fato sfl. 70c. and 10fr 60c.

Chur (77,) 3 and 11 pm. in 162 hours, fare 2 ift. 10c. and 28tra. hado (394), 3.10 p.m. and 12 35 night, as 43 hours, fare 6fr 60c. oud 7fr. 90c.

Flucien (121), 12.35 right, and 3.10 p.m. in 15 hours, fare, 23fr. 20c. and 27h. 20c.

Locarno (181), 3 a.m. & 41 p.m., in 21 hours, the 2fr. and 2fr. 50c. Lugano (30), 2 and 61 a.m , in 37 hours, fare 4fr. 20c., and 5fr. 20c. Luzern (100), 12.35 night & 3.10 p.m. in 18 hours, fare 28fr. 10c. and 32fr. 10c.

Magadino (9), 2 and 10.25 a.m. in 13 hours, fare 2fr., 2fr. 20c. Milan (781), 2 and 81 a.m. in 10 hours, fare 12fr. 50c. and 11fr. 40c.

Splugen (45), 3 & 11 p.m. in 11 hours, the lafra 30c. and 10f. s. 60c.

## Belluno to

Concellato (321), 2 and 8 a.m. in 5 hours Padua (74), 1 p.m. on Mon. and Fri., per l'rimolano, in 20 hours Primolano (341) 1 p.m. in 7 hours Trient (66), 1 p.m. on Mondays and Fridays, in 225 hours

## *Benrath to

Solingen (101), 91 a.m. & 81 p.m. in 2 hours, fare 154 sgr.

## *Bensheim to

Worms (101), 8.15 a.m.; 2.45 and 6 p.m., in 2 hours, fare 44kt.

## Berchtesgaden to

Munich (97), 31 p.m. per Traunstein, in 174 hours, fare 10 fl. 56 kr. Reichenhall (104), 4 am., and 3.15 p m., in 21 hrs, fare 30kr. Salzburg (G2), 6 a.m., in Summer only, in 31 hours, fare 1fl. Traunstein (311), 31 p m., in 61 hours, returning at 5 a.m.

## Bergamo to

Chiavenna, 21 p.m. in 14 hours; fare Illire 50c. Lecco, 21 p.m., in thours

## *Berlin to

Copenhagen, 6‡ a.m. on Wednesdays and Saturdays, per Stettin, in 26 hours; 71 a.m., daily, per Kiel, in 281 hours; 71 a.m. per Wismar, on Sur day and Thurs. days, in 26 hours, all in Summer only.

Cottbus (82), 6 a.m., per Lubben, in 11; hours, fare 106; sgr Custiin (53}), 101 p.ni., in 84 hrs., fare 69 sgr.

Gr. Schonebeck (28%), 7 p.m. on Mondays, Wodnesdays, Fridays, & Saturdays, in 7 hrs., f. 471sgr. Konigswusterhausen (181), 6p.m. in 3 hours, fare 24sgr.

Liebenwalde (271), 7 p.m. in 5 hours, fares 36 sgr. Lubben (511), 6 a.m. and 8 p.m.

in 94 hours, fare 704 sgr. Luckau (51), 6 a.m. and 6 p.m., in 9 hours, fare 671 sgr.

Mittenwalde (241), 6 p.m., in 41 hours fare 314 sg r. Neu-Ruppin, 11 p m. in 74 hours.

tare, 681 sgr. Noustrelitz (65), 5 a.m. and 7 p.m., in 114 hours, fare 86 sgr. Rheinsberg (52), 11 p.m., return 81 p m., in 91 hrs, fare 755 agr.

St. Petersburg. 11 p.m., 1161 hours, Briefpost Strausberg (23), 4 p.m. in 3% hrs.

fare 80 agr.

## * Berne to

Aarau (74), per Railway.

Aarberg (231) 2 p.m. in 21 hrs., al-o 101 a.m. and 10 p.m., fare, 3fr. 40c. and 4fr. 20c.

Basel (60), 2 p.m., in 14 hours, fare, 16fr. 20c., and 20 fr. 40c., and per Railway.

Biel (30%), 2 p.m., in 3% hours, fare 4fr. 30c. and 5fr. 30c., and per Railway.

Delsberg (76), 2 p.m., in 92 hrs., fare 11fr. and 13fr. 50c.

Freiburg (17), 9 a.m. and 5 p.m., in 3½ hours, also 6 a.m. in Summer in 3½ hours, fare 4fr. 25c. & 5fr. 20c.

Geneva (144%), 9% a.m., & 10% p.m., per Murten, fare 16fr. 85c and 21fr 70c.

Lausanne (55), 94 a.m. & 104 p.m., in 94 hours, fare 12fr. 30c., and 15fr. 10c.

Lucerne (60), per Railway.

Neufchatel (31), 10½ a.m. and 10, p.m., in 5½ hours, fare 7fr. 50c. and 9fr. 30c.

Payerne (411), 91 a.m., and 101 p.m., in 42 hours, fare 6fr. 5c. and 7fr. 40c.

Sonceboz (44%), 2 p.m. in 5% hrs, fare 6fr. 35c. and 7fr. 80c.

Vevey (87%), (Vivis) 6 and 9 a.m. per reiburg, and 10% p.m. per Moudon in 11% hours, fare 12fr. 5c.

Yverdun (694), 91 a.m. per Payerne, in 83 hours, fare 9fr. 1)c. and 11fr. 4c.

Zurich (75), per Railway.

#### *Bernburg to

Aksleben (91), 10.15 a.m., and 91 p.m., in 2 hours, fare 12 sgr.

Aschersleben (134,) 10 a.m., 37 and 104 p.m., in 24 hours, £ 13 agr.

Calbe (91), 41 p.m., in 21 hours, returning at 7 a.m., fare 12sgr.

Connern (91), 5.0 p.m., in 2 hours, fore 12 sgr.

Hartgerode (831), 10 a.m., in 7 hrs., f. 431 agr.

## *Bernburg to

Hettstadt (154), 94 p m., in 54 hours, fare 224 sgr.
Quedlinburg (324), 104 a.m., and 10 p.m., in 74 and 64 hours, fare 42 sgr.

#### *Besancon to

Chaux-de-Fonds, 63 a.m. and 73 p.m., in 74 and 12 hrs., fare 134fr.

13ifr.
Locie (94i), 6i a.m. and 7i p.m.,
in 6i and 10i hrs., fare 13ifr.
Pontarier at 6 a.m. and 7 p.m.,
in 5 and 8 hours.

Vesoul at 6 a.m. in 6 hrs, fare 7fr. and 6fr.

#### *Biberach to

Memmingen (22), 7.15 a.m., in 42 hours, fare 1fl. 35kr.

## * Bielefeld to

Borgholzhausen (131), 61 p.m., in 3 hrs., return. at 7 a.m., f. 18 sgr. Detmoid (201), 51 p.m., in 31 hrs., fare 27 sgr.

Halle (10%), 5% a.m. and 6% p.m., in 1% hour, fare 13% sgr.

#### * Biessenhofen to

Füssen (23), 8½ a.m., in 4½ hours, fare 166kr.
Schongau (18½), 10½ a.m. in 3½ hrs. ret. 4½ a.m., fare 72kr.

## Bingen through Bingerbruck to

Berncastle (481), 101 p.m. from Bingerbruck in 9 hours, f. 63agr. Coblentz (391), 1.45 and 10.50 a.m., and 10 p.m., in 61 and 6

hours, fare 238kr.
Crenznach (92), from Bingerbruck at 2.30 a.m., in 12 hours, fare 12sgr.

Mayence (15‡), 11.30 a.m., and 6‡ p.m., in 3 hours, fare 74 kr. Simmern (22), 10‡ p.m., in 4 hrs., from Bingerbruck, fare 27 sgr.

#### Birkenfeld to

Baumholder (474), 11 p.m., in 24 hours; ret, at 12 noon, f. 11 sgr., fare 12 sgr. fare 13 sgr. Paderborn (244), 9.55 a.m., in 13 hours, fare 31 sgr., leave, fare 31 sgr. Creaznach (482), 2.0 and 10.45 hours, fare 31 sgr. Pyrmont (124), 6.30 p.m., in 24 hours, fare 193 sgr.

## Birkenfeld to

Cusel (18½), 11 p.m., in 5 hours; fare 24sgr.
Kirn (20½), 2½ and 10.45 p.m., in 4 hours, fare 28½sgr.
Neunkirchen (25½), 1½ a.m. and 1½ p.m., in 4½ hours, fare 38½sgr.
Saarlouis (34½), 1½ a.m., in 6½ hours, fare 46sgr.
St. Wendel (14½), 1½ a.m., 1½ p.m., in 2½ hours, fare 22½ sgr.
Trier (34½), 2½ p.m., in 7½ hours fare 45sgr.

## Bischofsheim to

Heidelberg (67\$), 6.30 s.m. & 9,30 p.m in 12\$ hrs., fare 3f. Mergentheim (10\$), 9.11 a.m., in 2 hour, fare 30 kr. Miltenberg (33\$), 5.26 p.m., in 7\$ hours, fare 1ft. 42kr. Wertheim (14\$), 5 26 p.m. in 3\$ hours, fare 54kr. Wurzburg (18\$), 5.50 a.m., in 3\$ hours, fare 51kr.

## Bitburg to

Aix-la-Chapelle, 11½ p.m., in 16 hours, fare 119 sgr. Cologne, 11½ p.m., per Losheim, in 21 hours, fare 4th. 21½sgr. Trier, 12½ & 12 night in 3½ lirs., fare 28 sgr.

## * Blankenburg to

Brunswick (65), 6; a.m. & 2; p.m., in 6; and 5 hra., per Halberstadt.

Halberstadt (11;), 6; a.m., 2; p.m.

in 1‡ hour, fare 15‡ ggr.

Hasseifelde (9‡), 2.20 p.m., in 2‡
hours, fare 14 ggr.
Nordhausen (26‡), 2.20 p.m., in 5‡
hours, fare 34‡ ggr.
Walkenried, Mouday & Thursday

at 2.20 p.m., in 74 hours

#### Blomberg to

Carlahafen (33), 8.25 p.m., in T hours, fares 54 agr. Detmoid (11½), 6 a.m., in 2½ hours fare 16½ agr. Hoxter (184), 8.5 p.m. in 4½ hrs., fare 33½ agr. Horn, (7½), 9.55 a.m., in 1½ hour. fare 12 agr. Paderborn (24½), 9.55 a.m. in 4½ hours, fare 312 agr. Pyrmont (12½), 6.30 p.m., in 24

Blomberg to Rinteln (141) 5 30 a m, in 4 hra, taie ith iligr

#### *Bodenbach to

Böhm Len pr (194) 245 a.m. in 82 hours tu ) 2fts 89kr Peterswilde (9) 1 m., in 2 hours fare 70ki Rumtung (273), 25 a.m., in 53 his fue id 36ki

## * Borzenburg to

I auent urg (6f), 855 a m, in 1; hr, fare losch Lunching (194) 8 55 a.m., in 11 hra, fure 42 sch

## Bologna to

Ferrita (32) 11 am, in 51 Mils (514), 4 pm on Mondays hmis
Tu vivs Thursdays and Fil-Florence (74), at 52 pm in 13

mrs faic 6ft Modena (21) 8 a.m n Sundays Wedneslays and Fridays, in 4 hours, taie 2fl 36kr

Rome per Aucena 51 pm Sundige Tuesties and Fridais in '81 hours and n Menlays Wodnesdays and Saturdays at 51pm per loss mb in 54 hours. fire 46f

## *Bonenburg to

Arolsen (152), 34 and 8 p m., in 34 hours, fare 194sgr.

Eyrmont (401) 3 43 pm., in 83 hrs., fine 54 sgr Stadtberge (114) 8 p.m in 21 hrs., ret. 5 a.m . fare 18agr Steinh im (264), dipm in 54 h, ret. 12 pm , fare 36sgr

## * Bonu to

Altenkirchen (22), 71 a.m in 51 hours, fare 1th 7 legr Euskirchen (15‡), hours, fare 21 agr 6 pm in 8 Slegburg (64), 8 a m , 24 and 7 p m. in it hours, fare 9sgr

#### Bornard to

Bingen (25%), 4 p m , in 4% hours, fare 46agr Castellaun, 41 p.m. in 41 hrs ; ret 4f a.m.

## Boppard to

Coblents (151) 240 and 6 am. and 4 10 pm, in 2 hours, fare

Mayence 6 45 a.m. and 4 pm, iu 74 hours fare 2th 7sgr Simmern (204) 44 (in winter 5) p m , in 41 hours, fare 314 sgr

#### Botzen to

B1 genz (179), 4 p m. Mondays, It sleys thursleys and Sat u lays, n 364 homs, fore 17fl akt

Biixon (261) 8 am and 1 and 101 m, in 5 his, fare 3ft. 4ki Inn bru k (781), 1 and 101 pm, lilahaus, faie 9fl 4kt

Inlick (981), 4 m on Moninys fuerdays thursdays and 191 hours fire 8tl 8kr

days 11 102 hours, f 4fl 5thr Mei in (17) 5ain, & 2 pm als) on Mindays, luestays Ihurs days and Siturdiys at 4 pm, in 4 hours fare lil an 1 lil 30kr Nanders Mon lays **Fuesdays** Thurstins, and Fridays, at 4 pm in 141 hours.
Veront per Triente

#### Brandenburg to

Belzig (22) 21 p m , returning at 6 a m in 44 hours fare 284 sgr hathenow (114), 9 a.m and 9 p m, in 31 hours, fare 254 sgr

#### Bregens to

Botzen (179), 7 p m on Mondays Luesdays, Wednesdays, and Saturdays, in 384 hours, fare 20fl. Alkr Feldkirch (20%), 7 p m , in 4 hrs,

71 am , in 31 hours, fare 2fl. 24kr, also 4 and 5 am, and 3 p m in 5 hours, fare 1fi Innsbruck (131%), 7 p m , and 4 a.m., in 17% hrs, fare 15ft 12kr Landeck (184), 4 a.m and 7 p m., in 184 hrs, fare 9fl 20kr. Lindau (62), 114 am & 4 pm,

in I hour Rorscha h, at 41 a.m. and 5 p m, in 4 and 4 hours

#### Bremen to

Bombay, 2nd and 16th of each month in 28 days, per Marsellies. Bromerhafen (352), 11 pm., in 61 hours, and 9 a.m., 3 and 101 in 5 hours, fare 184 br.

## Bremen to

pm (returning 9 a.m. 3 and 8 p m ) per omnibus Calcutta, 9th and 25th of month, in the evening, in 36 days, per

Marseilles Hamburg, 61 and 7 pm., in 12 hours, fire oth 2iggr

Harburg (632), 7 p m in 11 hours, fare 3ft 20ggr Imgen (831), 5 a.m., per Del-menhs in 14 hours, fare 3th

Ol k nburg (27;) 8 & 114 am &

7 pm, in i hours, fare Ith Osnabruck (82), 5 a.m per Dclmenh and 64 p m , in 144 hours,

fue off 164kis hitzebuttel (Cuxhafin), 11 pm, in 13 his let 3 pr f 112ggr Stade (57%), 7% p m , in 11 hours, fare 100ggi Sycke (12) 121 and 7 pm re-

furning at 6a m , and 2 40 p m . ir 2 hrs, fare 22ggr.

## * Brescia to

Cremona, 6 a.m and 2 or 4 p.m. m 5 his, fric 31

## Breslau to

liankenst in (36) 7 a.m., in s hours fue 54 sgr Glatz (5(4), 74 a m , in 114 hrs fare 736 ser Kilisch (74), 84 pm in 15 hours, fare 100sgr Kiotoschin (491) 9 a.m and 101 pm, in 8 and 9 his , f 64 sgr Wunsterberg (%) 84 pm m 74h, Oels (184), 730 am, 2 84 and 11 pm in 3 hours, Tare 28 sgr Ostrowo (582), 7 is m and 8 i p m per Oels, in 10 i hrs., fare 76 i sgr

## Bretten to

Eppingen, 11 30 a.m and 60 pm. in 24 hours, fare 40kr , return ing 6 a.m and 2 0 pm.

#### Brieg to

Domo d Ossolo (35), 3} a.m in 11# hours, fares 14fr 15c. and 16fr 25c.

Sitten (50%), 30 a.m. & 8 p m. in 6 hrs, fare 7fr 5c. and 8fr 70c

## Briang to

Metringen (144), 945 am. in 2 hours, fare lfr 50c.

## Brixen to

Botzen (261), 81 a m., and 5 0 p.m.

#### Brixen to

Inastruck (52), 3½ and 6 p.m., in 10½ hours, fare 6fi. Klagenfur (166½), 10 a.m., in 31½ hours, fare 17fi. 24kr. Spital (113½), 10 a.m. in 22½ hrs., fare 10fi. 37kr. Verona per Trient. Villach (156½), 10 a.m. 26½ hours, fare 10fi. 47kr.

## Brody to

Lemberg (66), 7 p.m. in 12 hours, fare 7fl. 20kr.

## • Bromberg to

Conitz (51), 8½ a.m., in 15½ hours, fare 67½ sgr.
Fordon (8), 11 a.m., in 1½ hours, fare 10½ sgr.
Gneson (55½), 10.0 a.m., in 11½ hours, fare 72 sgr.
Inowraclaw (26½), 8½ & 11½ a.m., and 8 p.m., in 14½ hrs., f., 36 sgr.
Thorn (32½), 8.15 a.m., and 10 p.m., in 5½ hours, fare 50½ sgr.
Tuchel (37) 8½ a.m., in 8½ hours, fare, 43 sgr.

## . Bruchsal to

Graben (62), 10.35 a.m. in 11 hrs., returning 8 25 a.m.
Waghtusel (14) 2 p.m., in 2.40 hours, fare 36 sgr., returning 7.0 a.m.

## * Bruck to

Ischl (103‡), 4.15 p.m., in 23‡ hrs., fare 12ft. 40kr., fare 12ft. 40kr., Judenburg (39‡), 11‡ p.m., in 8‡ hours, fare 272 kr. Klagenfurt, (104‡), 6 a.m., in 2‡ hours, fare 720 kr. Salzburg (142‡), 4‡ p.m., in 31‡ hours, fare 992 kr.

## * Brugg to

Basel, 3.40 and 9.10 p.m., in 5g and 6g hours, and 8.55 a.m. per Waldshut, in 5g hours. Waldshut (17), 8.55 a.m. in 2g hours, fore 2ft. 70c. Zurzsch at 7 a.m., and 5.40 p.m., in 2g hours, fore per 7.50 a.m., and 6 p.m., and 6 p.m.

#### * Bruhl to

Euskirchen, (134), 7½ and 10 a.m., 3.45 and 7 p.m., in 2½ hours; fare 18 sgr.

Lechenich (6½), 7½ p.m., return. 6½ a.m. in 1½ hour; fare 9sgr.

Trier (94½), 7.15 a.m. and 7 p.m., in 20½ hours, fare 154 & 143sgr.

#### . Brunn to

Irlau (53½), 6½ p.m. in 10½ hours, fare 6fi. 24kr., 6½ a.m. in 12½ h., fare, 3fi. 35kr.
Olmutz (46), 6 a.m. and 12 noon, in 9½ hours, fare 3fi. 18kr.
Znaim (41½), 6½ a.m. and 8 p.m. in 7½ hrs., fare 2fi. 42kr.

## Brunnen to

Arth (17), 8.30 a.m. in 2 hours, fare, 2fr. 40c. Einstedein (30‡), 9½ a.m. and 5½ p.m., in 4½ hours, fare 4fr. 30c. Lachen (20½) 9½ a.m., and 5½ p.m., in 5½ hours, fare, 5fr. 65c. Lucerno (37½), 7.40 and 9½ a.m., 2 and 4.55 p.m. by Steamer, in 2 hours, fare 3 fr. 10 c. Uznach (52), 9½ a.m. in 6½ h., £ 7fr. 90c.

#### * Brunswick to

Gifhorn (152), 8½ p.m., on Sundays and Thursdays £, 15gpr.; 8½ p.m. on Tucsdays & Fidays in 2½ h., fare 21ggr. Konigshutter (14) 8 a.m., and 6 p.m., return. 7 a.m., & 4½ p.m., in 2½ hours, fare, 15ggr. Uclzon (49½), 8½ p.m. on Tucsdays and Fridays, in 9 hrs., £ 64½ ggr. Vorsfelde (19½), 5 p.m. in 4 hrs., fare 23½ ggr. Wartjenstedt (22), 6 (in winter 5) p.m. in 4 hours, fare 24 ggr.

## Buchau to

Riedlingen (10½), 9.40 p.m. in 2 h., fare 45kr.
Schussenried (5½), 9.50 a.m. and 6½ p.m. in 1 hour, fare 25kr.

#### *Buchlee to

Landsberg (7½), 3½ p.m. in 1½ h., ret. 9½ a.m., fare 24kr.

Memmingen (27½), 8 a.m. in 6 h. fare 1 fl. 57 kr.

## * Buckeburg to

Barntrup (23), 14 p.m. in 42 brs., fare 35agr. Carlshafen (65), 11 p.m. in 131 hours, fare 98sgr. Detmold (354), 10 a.m. in 64 h., fare 42sgr. Hameln (194), 14 p.m. in 34 hrs., fare 32sgr. Lemgo (241), 10 a.m. in 41 hrs. fare 31 lagr. Obernkirchen (31), 91 a.m. and 44 p.m. in 4 hour, fare 5agr. Oldendorf (111), 11 p.m. in 21 h., ret. 8.20 a.m. fare 18 agr. Pyrment (334), 14 p.m. in 64 h., fare 45 sgr. Rinteln (62), 10 a.m. 14 and 64 p.m. 11 hour, fare losgr.

## Budingen to

Giessen (38½), per Niederwöllstadt, in 7½ hours Hanau (18½), 5.0 a.m., in 3½ hrs.; fare 1fl. Niederwöllstadt (16½), 8½ a.m. & 3½ p.m., in 3½ hours; fare ifi.

## * Budweis to

Iglau (121), 11 a.m. per Beneschau in 24 hours, fare 14fl.

Klattau (66), 8 p.m., on Tuesdays, Thursdays, and Saturdays, and Briefport daily in 12§ hours, fare 5d. 20 kr; returns 5 a.m.

Linz (61§), 2 p.m., in 14§ hours, fare, 7 fl. 4k.

Plisen (91) 8 p.m. Tuesday, Thursday, and Saturday, in 21 hours, fare 10fl. 32 kr.

Prague (91), 11 a.m., in 17 hours, per Tabor, fare 10fl. 24 kr.

per Tabor, fare 10 ft. 24 kr., 5kockerau (Vienna) (103), 6½ a.m. per Horn, Monday, Thursday, and Saturday, in 20½ hrs, fare 11 ft. 36 kr.; also 5 fa.m., dally per Courier Post, in 21½ hours, fare 7ft. 56 kr.

## Bukarest to

Hermannstadt, 6 p.m., Tuesday, and Saturday, in 46 hours Kronstadt, 6 p.m., Sunday, M nday, Wodnesday, Thursday, and Friday, in 26 hrs., and on Tuesday and Friday, at 3 p.m in 30 hours

## Bukarest to

Orsova, 6 p.m., Sunday & Thursday in 73 hours

#### * Buke to

Driburg (43), 2.15 and 71 p.m. in I hour, fare 6-gr. Hoxter (241), 2.15 and 71 pm. 4# hours, fare 36#sgr.

Steinheim (201), 21 p.m. in 4# h., ret. 2# a.m., tare 25sgr.

#### * Bunzlau to

Friedeherg (287), 101 a.m. in 64 hrs., fare 374sgr.

Gnadenberg (21), 5 p.m., in 20 min., fare 3sgr.

Hirschberg (331) 41 a.m. and 5 p.m., in 71 hours, fare 431 sgr. Lauban (18)), 102 a.m., in 41 hrs., returning 101 p.m., fare 24sgr.

#### * Burndorf to

Liebonwerda (51) 91 & 101 a.m., 54 & 103 p.m., in 14 hour, fare 74 Muhlberg (41), 101 a.m., in 4

## hour, fare Gsgr. * Butzbach to

Laubach (184), 64 p.m. in 34 h., returning 41 a.m., fare 1fl. 8kr. Lich (9), 64 p.m. in 14 hour, ret. 6.25 a.m., fare 36kr.

## Camen to

Lünen (71), 91 p.m. in 11 hours, fate 10 sgr.

## * Camerlata to

Bollinzons (581), 71 a.m., and 4# p.m., in 74 hrs., fare 8fr, 70c. and 10fr. 60c.

Chiavenna, 9 a.m., 5} p.m. in 7 hours, fare 7fr. 80c. Chur (824) 9 a.m., 54 p.m., in 22 hours, fare, 26 fr.

Lugano (284), 74 a.m., and 45 p.m., in 31 hours, fare 4fr. 50c. and 5fr. 40c.

Luzern (222), 71 a.m., & 42 p.m., in 251 hours, fare 36fr. 80c. and 42fr. 70c.

#### * Camena to

Bautzen (174), 34 a.m. in 34 hrs. fare lingr. Radeberg (131) 5 a.m. and 1 p.m. in 3 hours, returning 7 a.m. and

8 p.m., fare langr,

## *Cannstadt to

Asien (442), 9.35 p.m. in 84 hrs. Backnang (152) 9.48 a.m. in 31 hours, returnin 10.57 a.m.

#### * Cannatadt to

Gmünd (30), 9.35 p.m. in 6 hours Schorndorf, 9 a.m. and 9.35 p.m. in 3 hours, returning 3 28 a.m. and 2 p.m.

#### * Carlsbad to

Eger (28%), 7% a.m., in 4% hrs., fare 3fl. 20kr.

Franzenshad (321), 71 a.m., in 6 hours, face 3fl. 44kr.

Hof (582), 72 a.m., in 122 and 12 hours, fare 6ft. 48kr.

Marienbad (25‡). 8‡ a.m., in 5½ hours, fares 3tl. 4kr. In Winter 12 noon, in 52 hours.

Progle (781), I and 61 p.m. in 151 hrs., fare 9fl. 52kr.

Schwarzenberg, 81 a.m and 71, and 104 p.m. in summer only, in 71 hours, fare 4tt. 12kr.

Teolitz (60), 6 a.m., in 124 hours, fare 6fl. 56kr.

## * Carlshafen to

Barntrup (38), 9% p.m., in 8 brs., fare 63 sgr.

Blomberg (331), 91 p.m., in 61 hours, fare 54 sgr. Buckeburg (632), 92 p.m. in 121 hours, fare 981sgr.

Detmold (44%), 9% p.m., in 10 hrs., fare 61sg1 Hoxter (134),74 a.m., and 94 p.m.,

in 24 hours, fare 21 agr

Pyrmont (321), 91 p.m., in 61 hrs., fare 48 lagr Rinteln (52), 92 p.m., in 11 hrs.,

## * Carlsruhe to

fare 87 lagr.

Landau (201), 51 a.m., and 21 p m., in 4 hours Pforzheim (181), 61 and 9.10 a.m. and 1.50 p.m., in 21 hours.

## * Carlstadt to

Hammelburg (15#), 54 p.m. in 3 hours, returning 52 a.m.

## * Casarsa to

Nabresina, 111 a.m., in 10 hours, fare, 4 fl. Udine (23) 11.35 a.m. and 74 and 114 p.m., and 124 night, in 34 hrs. fare 2fl. 10kr.

#### Cassel to

Arolsen (287), 5.43 a.m., per Warburg, in 51 hours

Eisensch (57%), 8 p.m. per Eschwege, in 131 hours, fare 831 sgr. Eschwege (394), 61 a.m., per Munden, & 8 p.m., per Bischhausen. in 81 and 65 hrs., fare 403 gr. Fulda (68), 5.10 a.m. and 61 p m.

in 81 & 10 hours, fare 784 sgr. Heiligenstadt (35%), 8% a.m., in 9% hours, per Munden

Hersfeld (424), 5.10 & 11.10 a.m., and 64 p.m., in 4, 5, and 65 hrs., by Bebra, per Railway

Meiningen (771), 5.10 & 11.10 a.m., per Railway, in 44 & 64 hours Mühlhausen (51), 8 p.m., per Bischhausen, in 13 hours, fare 671 agr.

Nordhausen (68), 81 a.m., in 17 hours, per Munden.

Schmalkalden (68), 5.10 a.m. per Frottstedt, in 10 hrs., 11.10 a.m., per Weraskrode, per Railway

Veckerhagen (152), 6 a.m., Monday, Wednesday, and Saturday, returning 31 p.m. also Sunday, Tuesday, Thursday and Friday, 4 p.m., in 3 hrs, ret. 6 a.m., face 17 sgr.

Volkmarsen, 4 p.m., in 5# hours, returning at 2 a.m., fare 28# sgr. Wanfried (46), 81 a.m., per Munden in 13 hours; also 8 p.m per Bischhausen, in 9 hours, fare 491 sgr.

Witzenhausen (22), 81 a.m., and 5# p.m., in 4 hours, per Munden; 8 p.m. per Helsa, in 51 hours fare 281 sgr.

Wolfhagen, 4 p.m., in 31 hours, returning at 4 a.m., fare, 194 sgr

## • Celle to

Gifhorn (251), 121 p.m., returning at 4.15 a.m., in 5 hrs., f., 34 sgr. Harburg (67%), 9 p.m. in 12 hrs. fare 3 th. 24 sgr. Verden (51), 9 p.m. per Wals-

rode, in 94 hours, fare 2 th 28 sgr.

## Chambery to

Geneva, 6.5 a.m. and 2.45 p.m., per Culoz, in 5# and 44 hours. Lyons, 25 p.m., in 44 hours. Susa, 12.40 p.m. in 14 hours. Turin 12.40 p.m., in 194 hours, fares 34 fr., and 37 frs. 35 cts.

## Chamouny to

Baths of St. Gervals (Savoy.) (50), three Chars daily to Sallenches, to meet Diligence Geneva, three Chars and Diligence daily.

#### * Chemnitz

Annaberg (22½, 6 a.m., 5.0 p.m., & 12½ night, in 5 hours, £, 28½ & 24 ngr.

Borna (331), 8 p.m., in 61 hours Dresden (46), 61 and 112 a.m., & 102 p.m., in 82 and 9 hours, fare 62 ngr.

Freiberg (24), 6½ & 11½ a.m., 5½ & 10½ p.m., in 4½ hours, fare 26 ngs. Hamichen (14½), 7½ a.m. & 7 p.m. in 3 & 3½ hours, fare 16 ngr.

I cipsic (494), 8 p.m., in 9 hours, fare 54 ngr.

Lengefeld (191), 51 p.m., in 5 hrs. returning 3 a.m., fare 21 ngr.

Limbach (7‡), 8½ a.m., and 5 p.m., returning 5½ a.m., & 1½ p.m., in 1½ hour, fare 9 ngr. Marienberg (19½), 6 a.m. & 4 p.m.,

in 4 & 44 hours, fare 21 ngr. Meissen (394), 74 a.m. per Nossen, in 9 hours, fare 38 ngr.

Ocderan (124); 64 & 114 a.m., 54 & 104 p.m., in 24 hours, returning 2.40 & 8.20 a.m., 2 and 8 p.m.; fare 14ngr.

Schneeberg (25), 64 a.m. and 42 p.m., in 52 hours, fare 28 ngr.
Tharant, 64 & 112 a.m., & 102 p.m., in 72 hours, fare 42 ngr.

Z-choppau (10), 6a.m., 1 & 4p.m., returning 5 & 9 a.m., and 3.35 p.m., in 2½ hrs., fare lingr.

#### Chiavenna to

Chur (Coire.) (87\$), 2 a.m., and 3\frac{1}{2} p.m., 13\frac{1}{2} hours, fare 18\frac{1}{2} s.

Colico, 8\frac{1}{2} a.m., and 11\frac{1}{2} p.m.; in 3\frac{1}{2} hours, fare 4 lire.

Milan, 8\frac{1}{2} a.m., & 11\frac{1}{2} p.m., in 10 hours, fare 12\frac{1}{2} f. dec.

Samaden (54\frac{1}{2}), 6 a.m., per St.

Morits, in 10 hours, fare 9 fr. 60c.

Splugen, 2 a.m., and 5\frac{1}{2} p.m., in 7\frac{2}{2} hours, fare 9\frac{1}{2} f. 65c.

## Chur or Coire to

Bellinsons (77), 93 a.m., and 63 p.m., in 16 hours, fare, 24 frs. 10 c. & 28 rs.

## Chur or Coire to

Hanz (314), 7 a.m., in 4 hours, returning at 12 noon, 6, 4£ 40c. Knölls (324), 8.10 a.m., & 4 p.m., in 3½ hours, returning 5½ a.m., and 1.40 p.m., fare 3ħ. 80c., in Summer; 3ħ. 15c. in Winter. Milan (2034), 9½ a.m., 6.15 p.m. in 24½ hrs. fare 30ħ. 60c. Ragaz (19½), per Railway. Rorschach per Railway. Rorschach per Railway. Silvaplana (67½), 6 a.m. in 11 hours, returning at 8.45 a.m.

Silvaplana (671), 6 a.m. in 11 hours, returning at 8.45 a.m., fare 9fr. 60c.
St. Gallen per Railway.

Splugen (32), 9½ a.m., & 6½ p.m. in 7 hrs., fare 9fr. 80c. and 11fr. 35c. Samaden, 6 a.m., per St. Moritz.

in 13 hours, fare 12fr. 76c.
Truns (44), 7 a.m. in 7 hours,
returning 9.20 a.m.; fare 6fr. 80c.
Uznach per Rallway.

Wesen per Railway.

Zurich (82), per Italway.

Zuz (46) 6 a.m., returning 6

a.m. in 144 hours, fare 16fr.

10c., in summer, and 12fr. 25c.
in winter.

#### Cleves to

Crefeld (394), 84 a.m., & 104 p.m., in 64 hours, and 6 a.m., per Moers, in 74 hours, fare 70sgr. and 594sgr.
Emmerich (54), 6 & 10 a.m., and

2 and 6 i p.m., in 1 i hour, fare 10 i sgr. Nymegen (13 i), 6 a.m., in 2 i hours, fare, 18 sgr.

#### Coblents to

Aix-ia-Chapelle (1664), 32, p.m. per Losheim, in 24 hours, fare 163sgr.
Altenkirchen (324), 73 a.m., & 62 p.m., in 64 hours, fare, 49sgr.
Bingen (392), 3 a.m., and 2 p.m. per Bingerbruck, in 6 hrs., fare 2th 8sgr.
Boppard (134), 2 p.m., in 2 hours
Dierdorf (17), 73 a.m., and 62 p.m., in 4 hours, fare 263sgr.
Ems (112), 74 a.m., & 93 p.m., in 2 hours
in 2 hour, fare 20 agr.

## Coblents to

Frankfurt-on-Maine (764), 2, p.m. in 17% hours; also 7% a.m., & 94 p.m. per Wiesbaden, in 124 hours; Briespost daily in 15 hours, fare 93 sgr. Giessen (65), 64 a.m., and 5 p.m., in 13% hrs, fate 89 & 98egr. Limburg (27%), 6% a.m. and 5 p.m. in 51 hours, fare 39 and 42 sgr. Linz (25%) 4.0 p.m., in 5 hours, fare 33 sgr. Losh (66) (Aix-la-Chapelle), 3f, p m., in 134 hours, fare 98sgr. Mayence (551), 2 p.m., in 91 hours, fare, 89sgr.; and 3 a.m. in 12 hours. Mayen (184), 37 & 54 p.m. in 34 hours, and 8 a.m. per Polch, in 4 hours, fare 24sgr. Munstermaif (184) 4 p.m., in 34 hours, fare 251sgr. Neuwied (111), 4 p.m., in 21 hrs., fare 15sgr. Schwalbach (38), 71 a.m., and 91 p.m., in 7 hours, fare 604 and 66, sgr. Slegen (671), 71 a.m. and 62 p.m. in 14 hrs., fare 1011sgr. Simmern (334), 2 p.in., in 64 hours, fare 534sgr. Trier (701), 8 a.m., and 31, p.m., in 144 hours, fare 106# sgr. Wetzlar (554), 64a.in., and 5 p.m., in 11# hours, fare 75 and 84sgr. Wiesbaden (444), 71 a.m., and 94 p.m., in 91 hours, fare 77% and 86 sgr.

## * Coburg to

Gera (76½), 5.56 and 10 a.m., in 17½ and 20½ hours, fare 5ff. 57kr.
Heldburg, 8 p.m., returning 4 a.m., in 3½ hours
Lichtenfels, per Rallway
Rodach (11½), 8 p.m., returning 3½ a.m., in 2 hours, fare 5½kr.

#### Colico to

Camerlata, 3 a.m. and 12 noon, per steamer.
Collavenna 1 and 93 p.m., in 2 hours; fare 16. 20kr.
Como, 3 a.m. and 12 noon in summer only, in 3 hrs; fare 26: 25c.
Lecco, 35 a.m., in 5 hours, fare 26. 22c.
Sondrio, 2 a m. and 12 noon, in 43 hours; fare 16 50kr.

## * Colmar to

Freiburg in Breisgau (32½) 3 p.m. in 6 hours M. Breisach, 6 a.m. and 3 & 5 p.m. in 2 hours.

## * Cologne to

Bensberg (9½), 6½ a.m., 4, & 8 p.m., in 2 hours, fare 12, 14, & 16sgr. Coblentz, 10½p m. in 8½ hours,

and per Italiway. Gumersbach (35%), 6% a.m. & 8.0 p.m., in 61 & 8 hours, fare 61 sgr. Julich (26%), 4% p.m.s in 4% hours,

fare 28‡ sgr. Lennep (24½), 6 a.m. and 5½ p.m. in 5½ hours, fare 36½ sgr.

Olpe (484), 53 a.m. & 8.0 p.m., in 101 and 81 hours, fare 86 sgr. Siegen (68), 62 a.m., and 8 p.m., in 152 & 11 hrs, fare 1031

Trier (109²), 5 a.m., per Losheim, in 22 hours, and 6³ a.m. per Neuwied, in 14 hrs, f. 5ti. 14 kgr. Wipperfurth (27³), 6 p.m., in 5³ hours ret. at 3³ a.m., fare 36sgr. Wevelinghoten (22), 5³ p.m., in 3³ hours, returning 5 a.m., fare 234sgr.

## Como to

Camerlata (21), 7 and 11.50 s.m. and 7 p.m., in 1 hour Colleo, 9 a.m., and 5.30 p.m., in 3 hours, per steamer. Locco (201), 21 p.m., in 5 hours, fare 16

## * Conegliano to

Belluno (324), 74 p.m. in 8 hours; are 2.' 10krs.

#### Constance to

Amrisweil, 5.35 a.m. in 2 hours, fare 1f. 90rp.
Donausching (46), 11.40 a.m., in 9½ hours, fare 4 fl.
Frauenfeid (51), 3.40 a.m., in 3½ hours, fare 3f. 30rp.
Freiburg (86), 11.40 a.m., in 16½ hours, fare 7f. 24kr.
Friedrichshafen, 7 and 11½ a.m., and 3½ p.m., per steamer in 2 hours.
Ludwigshafen, 9½ a.m., per steamer in 3½ hours.

## Constance to

Müliheim (15‡), 4.15 p.m., in 2 hours, returning 7.25 a.m., fare, 1f. 70rp.

Offenburg (108), 11.40 a.m., in 20 hours, fare 7fl. 19kr.
Romanshovn (114), 24 p.m., in 2 hours fare 4 ft 15 p.m.

2 hours, fare 2 ft. 15 rp.

Korschach (3'), 5½ a.m., and 2½
p.m., in 5 hours, fare 3fr. 60rp.

Schaffhausen (32), 3.46 a.m., in 4½
hours, and 6 p.m., per Singen,
in 5½ hours; fare 4 ft. 60 rp.

St. Gallen (374), 5.35 a.m., per Amrisweil, in 5 hrs., & 22 p.m., per Romanshorn, in 54 hrs., fare, 3f. 90 rp. and 4f. 20rp.

Stockach (24½), 10 a.m., Wed. 11 a.m., in 4½ hours, per steamer Weinfelden (7½), 4.15 a.m., in 2 hour, fare 1f. 60rp.

Zurich (40), 3.40 a.m., per Frauenfeld, in 5½ hours; 4 15 a.m., per Weinfelden, in 4½ hrs.; and 4.15 p.m., per Mullhelm, in 5½ hours.

## Corbach to

Arolson (11½), daily, at 7 a.m., and on Sunday, Monday, Wednesday and Friday, at 6 pm., in 2½ hours, fare 15sgr.

Frankenburg (16), Sunday, Monday, Wednesday & Friday, at 61 a.m., in 31 hours, fare 21sgr.

Marburg (37), Sunday, Monday, Wednesday and Friday, at 6½ a.m., in ¾ hours, fare 48sgr. Wildungen (22), Monday, Tuesday, Thursday and Saturday, at 7½ a.m., in 4½ hours, returning at

# 3 p m.; fare 284sgr. * Cothen to

Aken (7½) 9 a.m. and 8 p.m., in 12 hour, fare 82 agr.

Cottbus to Bautzen (46), 9 p.m., in 91 hours,

fare 61sgr. Berlin (82), 7‡ a.m., in 14‡ honrs,

fare 106 jsgr. Dresden (53 f), 2 f p.m., in 12 f hrs., fare 76 jsgr. Finsterwalde (31 f), 7 f a.m., in 6 f

hours, fare 404 gr. Guben (251), 74 a.m. and 9 p.m and 124 night, in 4 hours, fare 314 gr.

Luben (27%), 7% a.m. and 6% p.m. in 4% hours, fare 36sgr.
Sommerfeld (31%), 5% p.m., in 7 hours, fare 40% sgr.

hours, fare 40 isgr.

Spremberg, (13i), 6i a.m., 2i & 9
p.m., in 2i hours, fare 18sgr.

## Crailsheim to

Ellwangen (14), 8½ p.m., in 2½ hours, fare, 1fi. Hall (19½), 4½ s.m. and 6 p.m., in 3½ and 4½ hours, fare, 1fi. 25kr. Heilbronn (49), 4½ a.m. and 6 p.m., in 11 and 12½ hours, fare, 3fi. 30kr.

Mergentheim (42), 41 a.m., in 82 hours.

Nurnberg, 31 a.m., per Wasserstruding, in 71 hours.

## * Crefeld to

Breyel (17), 5.40 p.m., ret. 62 a.m., in 22 hours, fare 223 egr. Cleves (394), 113 a.m., and 10 p.m., in 7 hours, fare 593 sgr.; 1 p.m., per Moers, in 72 hours, fare 70 sgr. Kempen (73), 93 a.m. & 5.40 p.m., in 12 hour, fare 104 sgr.

## Cremona to

Brescla (432), 3, in winter 1 or 2 p.m., in 6 hones, fare 4 l. Mantia (51), 6 a.m., in 7 hours, fare 8 line.

Milan (622), 7 hand 9 p.m., per Lodi, in 9 hours, and per Trevigllo
Parma, (51) 8 a.m., per Casalm, in 11 hours, fau 16 l. 35 c.
Treviglio (412), 10 p.m., in 7 hrs. fare 91.

## Creuznach to

Alzey (17), 5 a.m., per Wöllstein, in 3½ hours, fare 24½ sgr. Bingerbrück, 8 p.m., in 1½ hrs., fare 14 sgr.

Birkenfeld (423), 53 a.m. and 5 p.m., in 8 & 83 hours, f. 553 sgr. Kalserslautern (341), midnight in 73 hours, fare 39 sgr.

Kirchberg (282), 40 p.m., in 51 h., ret. 4 a.m., fare 371 sgr. Meisenheim (152), 5 p.m., per Waldböckelh, in 41 hours, fare

21 sgr. Metz (Paris), 51 a.m. and 5 p.m., in 181 and 19 hours, per Neunkirch; 12 night in 14 hours, per Kaiserslantern

Münster (21), 21 a.m. & 7 p.m., in summer only, in 1 h., fare 5 sgr., Neunkirchen, 51 a.m. and 5 p.m. in 131 hours fare 3th. 131egr.

#### Creuznach to

Ostliofen (281), 5 a.m., in 51 h., fare 364 sgr. Saarbruck. (82), 51 a.m., 5 p.m., per Neunkirch, in 154 & hours, and 12 night, per Kaiserslautern, in 114 hours. Suarlouis (774), 5 p.m., in 154 hours, fare 3th, 201sgr. Simmern (23), 5 p.m., in 4 hours ret. 5; a.m.; fare 1th. Trier (854), 54 a.m. per Birken-feld, in 15 hrs, 5 p.m. per Kirn, in 16 hours, and 8 p.m per

Bungerbruck in 19 hours.

#### Crossen to

(321), Frankfort-on-the-Oder 12 noon, and 11 p.m., in 6 hours, fare 1 th 12 sgr. Glogau (56), 5 a.m., in 10 hours fare 2 th., 12 sgr. Gruneberg (194), 5 a.m., and 7 p.m., in 34 hours, fare 254 Guben (181 . 71 p.m., in 5 hours, fare 24 sgr. Schwiebus (27) 5 a.m., in 61 hours, fare 1 th 4 sgr. Sommerfeld (22), 7 a.m., in 42 hours, fare 2% sgr.

## Custrin w .

Berlin (531), 9 p.m., in 81 hours, fare 69 sgr. Konigsberg (331), 4 a.m., in 7 hours, fare 42 sgr. Pyritz (471), 4 a.m., and 121 p.m. in 74 hours, fare 60 sgr. Wrietzen (261), 12 noon and 9 p.m., in 42 hours, fare 36 sgr.

#### Dantzie to

Coslin (1234) 2 s.m. in 214 hrs., and 5 p.m. in 182 hours; fares, 6 th. 54 sgr., and 7 th. 2 sgr. Stolp (82), 2 a.m., in 14 hours. and 5 p.m. in 112 hours, fare 144 sgr. & 124 sgr.

#### Darmstadt to

Erbach (834), 7f a.m., in 4f hours, per Brensbach, & 5‡ p.m. per Dieberg, fare 1 fl. 34 kr. & 1 fl. 52 kr. Gernsheim, 4.0 p.m., in 21 hours, returning at 51 a.m.

Michelstadt (28j), 7f a.m., in 4f hours, & by p.m. per Dieburg; fare 1 ff. 49 kr. and 1 ff. 30 kg.

#### * Demmin to

Anclam (324) 4 and 91 p.m., in 54 hours, fare 42 sgr. Rostock (41) 64 a.m., (in winter 64 a.m.) in 84 hours, fare 544

## *Dessau to

Zerbst (121), 101 a.m. and 4.0 p.m., in 24 hours, fare 13# sgr.

#### Detmold to

Bielefeld (194), 7 a.m., in 34 hrs., fare 27 sgr. Blomberg (111), 51 p.m. in 21 hours, fare 161 sgr.; also at 31 p.m. per Horn, in 3 hours, fare

Buckeburg (331). 10 p.m., in 7 hours, fare 42 sgr. Carlshafen (443), 51 p.m., in 10

hours, fare 61 sgr. Herford (17), 1 p.m., in 3 hours,

fare 221 sgr. Horn (54), 11 a.m., & 34 p.m., in 50 minutes, fare 74 agr. liexter (211), 31 and 51 p.m., in

6 and 74 hours, fare 414 sgr. Lemgo (101), 81 a.m., and 10 p.m., in 21 hours, fare 10 sgr. Paderborn (194), 11 a.m., in 32 hours, fare 27 sgr.

Pyrmont (261), 31 p.m. per Horn in 54 hours, fare 374sgr. Rinteln (261), 10 p.m., per Lage in 61 hours, fare 38sgr.

Steinheim (124), 34 p.m., in 24 hours, returning at 10 a.m., fare 16lsgr.

#### * Dietendorf to

Arnstadt (7) 9.45 a.m., and 6.30 p.m., in 11 hour, fare 3 agr. Rudolstadt (7) 9.45 a.m., in 74 hours, fare 354 sgr. Saalfeld, 9.45 a.m., in 11 hours

## Dirschau to

Pr. Stargard (151), 65 a.m., in 21 hours, fare 194 sgr.

#### **Doberan** to

Rostock (94) 8 a.m., and 1.40 p.m., in 14 hour. Wismar (244) 12.45 p.m., in 34 hours

#### Domo d'Ossola to

Arona (674) 10.0 p.m., in 7 hrs., Brieg (65), 7 s.m., in 12 hours, fare 14f 15c. and 16f 25c.

Milan (1864), 10.0 p.m., in 16 hours, fare 16£ 70c.

Sitten (52), 7 a.m., in 19 hours, fare 21f. 20c. and 24f. 95c.

## Donauesching to

Constanz (504) 9.47 p.m. in 84 hours, fare 4fl. Freiburg (391), at 4.40 a.m. and 9.24 p.m., in 71 hours, fare 204kr. Hornberg (321), at 71 a.m. and 9.45 p.m., in 5 hours, fare 105 kr. Offenburg (614), at 74 a.m. and 9.45 p.m., in 10# hours, fare 199 kr. and 279 kr.

Schaffhansen (241), 5.0 a.m., in 41 hours, fare 126 kr. Stockach (282), at 9.47 p.m., in 5 homs, fare 152 kr.

# * Donauworth to

Dillingen (17), at 7 a.m., and 3 p.m., in 34 hours, returning at 7 a.m. and 3 p.m., fare 120 kr. ingolstadt (341), at 121 p.m., in 74 hours, fare 240 kr. Neuburg (204), at 124 and 3 p.m.,

in 4 hours, fare 144 kr. Pappenheim (23), 8 a.m., in 61 hours, ret. 6 a.m., fare 100 kr.

## * Dortmund to

Bork, (114), 41 p.m., returning 5.10 a.m., in 24 hours; fare, 164 sgr. Lunen (8) 9.30 a.m. and 4.30 p m., in 14 hour; fare 104 sgr. Werne 41 p.m., in 21 hours, returning at 4.55 a.m., fare 18 agr.

## * Dresden to

Altenberg (25), 7 a.m., in 6 hours fare 28 ngr., ret. at 9. 0 a.m., in 5# hours

Annaberg (58), at 72 a.m., per Tharant, in 134 h., fire 764 ngr. Camenz, 6 a.m. and 6 p.m., in 4 hours, per Radeberg

Chemnitz (47), 74 s.m., 2 and 82 p.m., in 82 hours, fare 62 ngr. Cottbus (632), 102 p.m., in 122 hours, fare 70ingr.

Freiburg (23), 72 a.m., 2, 4, and 84 p.m., in 4 hours, fare 30 ngr. Marienberg (51), at 72 a.m. per Freiburg in 12 hours, and 11 a.m. in 142 hours, fare, 67ngr.

Meissen (134), 10 p.m. in 22 hours, and per Niederau, fare, 10 ngr. Neustadt, 6 a.m. and 61 p.m. in 3½ hours, per Fischbach Nossen (22½), 12 noon, and 6 p.m. in 44 hours, fare 20 ngr. Radeburg (134), 4 p.m., in 24

hours, fare 11 ngr. ret. 6 s.m.

## Dresden to

Spremberg (491), 101 p.m., in 101 hours, fare, 551 ngr.

Waldheim (351), 12 noon, in 71 hours, fare 40 ngr.

## Driburg to

Buke, (41), 6 a.m. and 1 p.m., in a hour, fare 6 sgr.

Höxter (203), 31 and 81 p.m. in 8 hours, fare 293 agr.

Paderborn, (12½), 6 a.m., and 1½ p.m., per Buke, in 2½ or 3 hrs.
 Bteinheim, (15½), 3½ p.m., returning at 3 a.m., in 3½ hrs., fare 18 tar.

## Duisburg to

Muliheim-on-Ruhr, 7.40 and 10.5 a.m.; 1.0, 6.9, 6.15, and 10.2 p.m., in 1 hour, fare 82 sgr. Ruhrort, 10.20 a.m.; 6.20 and 11.20 p.m. in 1 hour, fare 3 and

11.20 p.m., in } hour, fare 3 and 4 agr.

#### *Dusseldorf to

Esson (23), 8 a.m., and 6.20 p.m., in 4½ hours, fare 30 sgr. Mottmann (11½), 5½ p.m., in 2 hrs. fare 13½ sgr.

Ratingon (63), 8 a.m., 6, 6, 20 & 71 p.m. in 1 hour, fare 9 & 71 sgr. Worden (17), 8 a.m. and 6, 20 p.m., in 3 hours, fare 221 sgr, and 261 sgr.

#### Eger to

Amberg (65), 3 p.m., in 14 hrs., tare 6 fl. "7 kr.

Carishad (28%), 6 a.m. also in Summer, at 12% p.m., in 5% hrs., fare 3 ft. 20 kr.

Fransenshad (3½), 6, 8, & 6½ a.m., 1½, and 6½ p.m., in ½ an hour in Summer only, fare 24 kr.

Hof (30), 12 p.m., in 7 hrs., fare 3ft. 25kr.

Marienbad (184), 5 a.m. & 6 p.m., hu 3 hours, fare 2 fl. 8 kr.

Markt Schorgast (352), 6 a.m., in 9 hours, fare 4 ft. 32 kr. Müremberg (1054), 3 p.m., in 214

Muremberg (1054), 3 p.m., in 914 hours, fare 10 ft. 14 kr.; and 6 a.m., per Markt Schergest, in 174 Pours, face 6 ft. 49 kr.

#### Eger to

Pilsen (66), 6 pm., in Summer also 5 a.m., in 11½ and 12 hours, fare 7 fl. 36 kr.

fare 7 fl. 36 kr.
Prague, 6 a.m., per Carlsbad, and
5 a.m., per Plison, in 23½ hra in
Summer only, fare 12 fl. 40 kr.
Regensburg (105½), 3 p.m., in
18½ hours, fare 6 fl. 37kr.
Wernberg (4½), 3 p.m., in 9½ hrs.
Wunstedel (17), 6 a.m., in 3½
hours, fare i fl. 54 kr.

## Bichstadt to

Augsburg (632), 5 a m., per Porn bach in 13 hours, fare 456 kr. Beilngries 31 p.m., in 51 hrs., returning 5 a.m.

Ingolstadt (14%), 5 a.m., and 3% p.m., in 2% hours, fare 112 kr. Munich (65), 5 a.m., in 15 hours, fare 7 fl. 28 kr.

Neuburg (12), 5 p m., in 3 hours. Pleinfeld (193), 4 and 11½ a.m., in 4½ hours, fare 2 fl. 24 kr. Welssenburg (13½), 4 and 11½ a.m., in 3 hours, fare 104 kr.

#### *Eisenach to

Cassel (57%), 3½ p.m., in 13½ hrs., fare 83% sgr. Also per Railway. Eschwege (26%), 3½ p.m., in 5½ hours, fare 34% sgr.

frankfort - on - the - Maine, per Railway

Railway Fulda (47½), 3.15 p m. per Salzungen in 13½ hours, fare 61½ sgr.

Kissingen (65), 3½ p.m., per Meiningen, in 11½ hours, in Summer only, fare 112½sgr.
Lengsfeld (23) 8.5 a.m. in 3½

hours returning 3.0 p.m.

Liebenstein (14½), 8.5 a.m. in 2½ hours, fare 30½ sgr.

blellrichstadt (531), 8.5 a.m., Tuesday and Saturday in 11 hours, returning on Sunday and Wednesday at 71 a.m., fare 681

Muhlhansen (22), 33 p.m., in 43 hours, fare 283 sgr.

Ruhla (6‡), 8 a.m. and 7 p.m., in 3 hours, fare 9 sgr. Schmalkalden (31‡), 8.8 a.m.

schmatkalden (314), 8.8 a.m. in 54 hours, and 8.15 a.m. & 34 p.m., per Waltershausen, in 54 and 34 hrs., fare 364 agr.

## *Eisenach to

Schweinfurt (72%), 8% p.m. in 13% hours, fare 133% sgr.

vacha (204), 2.52 p.m. per Gerstungen, and 3.15 p.m., per Salzungen in 64 and in 4 hrs. fare 334 and 27 sgr.

Wanfried (194), 34 p.m., in 4 hours, fare 254 sgr.

### *Elberfeld to

Gummersbach (321), 2 p.m., in 71 hours, fare 501 agr.

Hattingen (141), 5 p.m., in 31 h., fare 191 sgr. Lennop (71), 6 and 101 a.m., 2, 8,

and 11½ p.m., in 2 hours, fare, 14 sgr.

Mettimann (74), 64 p.m., returning at 7 a.m., in 14 hr., f. 104 sgr Remscheid (62), 8 and 11 a.m. 24 84 p.m., and 12 night, in 12 hours, and 64 p.m., per Ronsdorf, in 2 hrs., fare 104 & 14 agr. Werden (144), 6 p.m., in 3 hrs., fare 222 sgr.

## Ellwangen to

Aalen (104), 7 and 114 a.m. and 8 p.m., in 12 hour, fare 45 kr. Crailsheim (134), 1.45 a.m., in 22 hours, fare 60 kr.

Gmünd (25½), 11½ a.m. and 8 p.m., in 4½ hours, fare 1 ft. 50 kr. Hall (25½), 5 a.m., in 5 hours,

fare 79 kr. Heilbronn (57%), 5 a.m., in 12 hrs., fare 3 ft. 4 kr.

Mergentheim (55½), 1.45 a.m., in 11½ hours, fare 3 ff.; 30 kra; also 5 a.m., per Hoheb. in 14½ hours Nördlingen (23), 4 a.m., in 4½ hours, fare 60 kr.

Numberg, 4 a.m. per Nördingen, in 7 hours, fare 229 kr. Stuttgart (58§), 8 p.m. per Gmünd, in 10] hours, fare 4 fl.

15 kr.
Sussen. 7 a.m., per Heidenheim,
in 8½ hours; 11½ a.m., per
Gmünd, in 7½ hours; fare 3 fl.

#### *Emden to

20 kr. and 2 fl. 40 kr.

Aurich (15%), 24, 62, 11.25 a.m., 24, 34, and 7 p.m., & 122 night, in 3 and 44 hours, fare 28 ggr. Norden (18%), 3.15 and 11 35 a.m. 7 p.m., and 12 night, in 24 hrs. fare 2. ht. 4 ngr.

## *Emmerich to

Cleve (51), 8.20 and 101 a m., 3.40 & 8.40 p.m., in 11 hr., f. 10 legr.

#### * Empel to

Bocholt (134), 45 p.m., in 31 hours, ret. 4 a.m., fare 18agr. Rees (6), 10 a.m. and 41 p.m., in I hour, fare 7 sgr.

## Emas to

Coblenz (111), 1.20 a.m., & 3.40 p.m., in 14 hour, fare 70 kr. Schwalbach (264), 94 a.m., and 114 p.m., in 4# hours, fare 161 kr. Wiesbaden (37), 91 a.m. and 111 p.m., in 71 hrs., fare 2fl. 25 kr.

* Erfurt to Arnstadt 111), 31 a.m., in 21 hrs. fare 15sgr. Artern (38), 21 p.m. in 74 hrs., fure 57% sgr Halle (74), 21 p.m., in 15 hours, fare 1134 agr. Ihnenau (23), 3‡ a.m. in 5‡ hours, fare 30sgr. Nordhausen (491), 23 a.m. and 3 p.m., in 84 hours, fare 70 sgr. Querfurt (531), 21 p.m., in 11 hours, fare 801 agr. Sondershausen (37), 2f a.m. and 3 p.m., in 6 hours, fare 50# sgr. Welssensee (201), 21 p.m., in 32

## hours fare 314 sgr. *Essen to

Bochum (102) 7.10 a.m. and 4.10 p.m., in 2 hours, fare 13} sgr. Dorsten (17), 10 a.m. and 5.45 p.m., in 3 hours, fare 21 sgr. Kettwig (9), 7‡ a.m., 1‡ & 9 p.m., in 14 hour, fare 12#sgr. Muhiheim (6%), 7 a.m. and 5% p.m. in 14 hour, fare 9sgt. #feele (41), 6. 91, and 114 a.m.; 21, 5.10, and 7 40 p.m., in 45 minutes, fare 6 sgr. Werden (54), 74 and 104 a.m.; 12 and 9 p.m. in 14 hours, fare Viegy.

## Paldkirch to

Bregenz (203), 1.40 s.m., ja 24 hours; 4 and 5 a.m., in 3 hoprs, and 1.20 p.m. in 34 hours Ghur (30), 2.45 p.m. per Haag in 44 hours; elso, 5,15 a.m. per Oberried, in 34 hrs. fure 20, 7kr. Haag, (101), 24 pm., 11 hours, returning at 61 p.m. Innsbruck (111), 111 p.m. in 207 hours, fare 12fr. 48fp.

## Feldkirch to

Landeck (60), 114 p.m., in 114 hours, fare 6fr. 56rp

Rorschach 51 a.m. per Oberried in 22 hours, and 2.45 p.m. per Haag, in 51 hours.

St. Gallen, 51 a.m. per Oberried in 34 hours, and 2.45 p.m. per Haag, in 61 hours.

## Finsterwalde to

Cottbus (311), 121 night, in 61 hours, fare 404 sgr. Luckau, (184), 5 p.m. in 34 hrs., fare, 21 sgr.

## * Flensburg to

Hadersleben (341), 4 and 111 p.m. in 5# hours. Rendsburg (38), 11 p.m. in 7 hrs., and by Railway.

Sonderburg, 4 p.m., on Mondays, Wednesdays, and Saturdays, and Briefpost daily; returning on Mondays, Wednesdays & Saturdays at 83 a.m. Tondern, ll p.m., returning at 94

p.m.

#### * Florence to

Bologna (71), 5 p.m., Tuesday, Thursday, and Saturday, in 14 hours, fare 17 l. 70 c. Modena (99), Tuesdays, Thurs-

days, and Saturdays, at 5 p.m., in 21 hours, fare 31 1. 20 c. Mantua, (163), 5 p.m. on Tuesdays, Thursdays, and Saturdays, in 27 hours, fare 80 lire.

Rome(1041), 6 s.m., Mon., Wed. & Friday, in 32 heurs, and 11 p.m., in 36 hours, fare 84 L 54c. & 100 L

## Fluellen to

Andermatt (38), 10.40 a.m., and 6 p.m., in 44 hours, fare 7f. 10c. and 81 35c.

Bellinzona, at 10.40 a.m., and 6 p.m., in 14jhrs., fare 93 fr. 20 c, and 27 fr. 20 c.

Camerlata, at 10.40 a.m., and 6 p,m., in 224 hrs, fare 31 fr. 90 c. and 37 fr. 80 c. Lucerne, at 7 & 81 a.m., 11 & 41

p.m., in 24 hours, per Steamer.

## Prenkenhangs to

Artern (143), 6.25 p.m., 6: 4 hts, fars 19 her.

#### Frankenhausen to

Erfurt (35%), 2% a.m., in 7% hours, fare 46 lagr. Nordhausen (251), 51 a.m., in 8

hours, fare 29 sgr. Sachsenburg (62), 21 a.m. & 6.25 p.m., in 1 hour, fare 9 sgr.

Sondershausen (121), 6 a.m. in 21 hours, fare 164 sgr.

Weimar (324), 24 a.m., in 74 hra, fare 42 sgr.

## * Frankfort-on-Maineto

Bischofsheim (80%), 12% noon, per Wurzhurg, and 4.55 p.m. rer Wertheim.

Budingen, 2.40 p.m. per Niederw. in 43 hours, & 3 p.m. per Hanau, in 45 hours

Coblentz (761), 5.25 a.m. & 23 p.m., per Wiesbaden in 121 hours, alm. 8.50 p.m. per Mayence, in 121 hours,

Coburg (156), 61 a.m. per Wurzburg, in 81 hours, and 62 a.m. per Eisenach in 125 hours.

Cologne (112), 5.25 a.m. and 2.45 p.m., in 17 & 18 hours, per Wiesbaden and 8.50. p,m., per Mayence in 154 hours. Ems. 5.25 a.m. and 24 p.m., per

Wieshaden, in 19 hours Fulda (60), 61 a.m. and 4.55 p.m.. in 101 hours, per Hanau, by rail-

Hanover (2041), 61 a.m. & 5 p.m., per Cassel in 94 and 94 hours; 61 p.m., in 191 hours

Homburg (94) 9, & 11 a.m.; 1, 4, 5, 84, & 104 p.m., in 14 hour. Kissingen (831), 121 noon, pas

Gemünden, in 10 hours; and 61 a.m., per Schweinfurt, in 81 hours; fare 5fl. 46kr.

Lauterbach (572), 62 a.m., per Neustadt, in 92 hours, and 104 a.m., per Giossen, in Winter 62 am, in 121 hours, also 4.55 p.m., per Fulda, in 15# hours Limburg (391), 3 p.m., in 81 hrs, fare 3f. 24kr.; also 111 a.m. per Wiesbaden.

Milan, 10.20 a m., per Basle, in 59 hours, and 10.20 a.m. per Rorschach, fare 34 fl. 38 kr. Mergentheim (89‡), 6½ s.m. and 4.55 p.m., in 184 hours.

Meiningen (1175), 65 a.m., and 5 p.m. per Eisenach, in 125 an 16# hours ; and per Schweinfun at 121 noon, in 152 hours.

Miltenberg (471), 4.55 p.m. per Aschaffenburg, in 7 hours

## * Frankfort-on-Maineto

Nidda (321), 2.40 p.m., per Friedberg, in 51 hours

Offenbach (24), 114 a.m., 54 & 104 p.m., in \$ of un hour, fare 12 kr. Paris (1221), 10.15 a.m. in 182 hours, and Briefpost daily.

Regensburg (192‡), 6½ a.m., and 12½ noon, per Bamberg, in 22 and 284 hours

Stuttgart (1234), 61 & 10.20 a.m. and 12.25 p.m. per Bruchsal, in 74, 8, and 5 hours.

Weilburg (37), 5 p.m. in 74 hours, per Glessen, fare 2fl. 38kr.

Wertheim (671), 4.55 p.m., per Aschaffenburg, in 12 hours

## * Frankfurt on the Oder to

Crosser (324), 124 and 104 p.m., in 6 hours, fare 42 sgr. Gruneberg (52), 12 and 10 p.m., in 94 hours, fare 674 agr. Lübben (424), 6 a.m., in 104 hrs., fare 46lagr.

Luckan (531) at 6 a.m., in 13 his., fare 69sgr.

Meseritz (52), 41 a.m., in 9 hours, returning at 8 p.m., fare 64# agr.

Muncheberg (22), 6 p m. in 41 hrs., fare 28 lsgr., 1et. 5 a.m. Züllichen (591) 12 noon and 10

# Franzensbad (in Summer

Carlabad (324), 4.0 and 114 a.m., in 7 and 54 hours, fare 3fl. 92kr.

Eger (31), 4.0 and 111 a.m. and 5 p m, in 1 hour, fare 42kr. Eister (18), 4 a.m. in 31 hours, returning 121 noon.

Ho. (26, 31 p.m. in 51 hrs, fare 3fl. 22kr.

Maricubad (22), 4.0 & 114 a.m. & 5 p.m., in 41 hours, fare 2fl. 66kr. Plauen (35), 4 and 101 a.m., in 72 and 62 hours, fare 3fl. 80kr. Prague (111), 4.0 and 112 a.m. in 25 & 23 hours, fare 14fl. 42kr.

## * Freiburg (Breisgau) to

Authreisach (154), 6 a.m., and 4 p.m., in 24 hours, returning at 6 a.m. and 4 p.m., fare 60 kr. Donauesching (391), 121 noon, and 7 p.m., in 81 hours, fare 204

Schaffhausen (59). 8.20 a.m.; and . 7 p.m., in 114 and 154 hours, fare 270 Mr.

# * Freiburg (Breisgau) to

Stockach (70%), 12% noon, in 15 hours, fare 366 kr.

# Freiburg (Switzerland) to

Bern (17), 5 a.m. 24 and 7% p.m. in 34 and 34 hours, fare 4fr. 25c. and 5fr. 20c.

Geneva (120), 11 a.m., & 104 p.m., in 94 & 112 hrs., fare 13fr. 50c. Lausanne (39), 11.0 a.m. per Romont, 11 a.m. and 10} p.m., per Payerne, in 74 hrs, fare 8f. 30c.

Nenenburg (411), 11 p.m. per Murten, in 42 hours, fare 5fr. 80c. and 7fr. 10c

Payerne (18), 11 a.m. & 104 p.m., in 21 hours, fare 2fl. 70c. Romont (231), 11.0 a.m. in 3 hrs., returning 11 a.m., fare 3fl. 35c.

and 4fl. 10c. Saanen (674) 94 a.m. per Bull in 12 hours, returning at 6 a.m.

fare 9fr. 45c. and 10fr. 30c. Vevay (554), 94 a.m. and 1 p.m., per Bulle, in 71 hrs., fares 8fr. and 9fr. 90c.; also 101 p.m., per Mondon, in 10 hours. Yverdun (45%), 11 a.m., in 6% hrs., f., 5fr. 75c.

## Freiburg (Silesia) to

Hirschberg (344), 94, p.m. per Bolkenh in 62 hrs., also 81 a.m. p.m., in 12 his., fare 2 th. 161 sgr. per Landeshut, in 8 hrs, f. 45sgr. and 52sgr.

Landeshut (144), 84 a.m. and 91 p.m., in 3 hours, fare 194sgr.

## * Friedrichsfeld to

Schwetzingen (41), 9.0 a.m. and 31 p.m., in 11 hour; returning at 5.45 a.m. and 21 p.m., fare 20kr.

* Priedrichshafen to Romanshorn, 94 a.m., and 1.5 and 6.45 p.m. in 50 minutes per Steamboat.

Rorschach (13%), 4 and 9% a.m., 11 and 6.45 p.m., in 14 hour. St. Gallen (251), 4 & 91 a.m., & 14 and 6.45 p.m., in 34 hours. Stockach (314) 9.15 a.m. per Lud-

wigshafen in 4 hours Zurich (781), 91 a.m., and 1.5 p.m. per Romanshorn, in 4 and 8 hours

## Fulda to

Alsfeld (261), 6 a.m., in 44 hours, fare 27# sgr. Bebrs (34‡), 8 s.m. & 9‡ p.m., in 6‡ hours, fare 47‡ sgr. Brückenau (184), 6 a.m. in 44 hra fare 32 legt.

## Pulda to

Cassel (68), 8 a.m., and 91 p.m. in 10 hours, Rail from Bebra Frankfurt (60), 71 a.m. & 8 p.m. in 101 and 11 hours, fare 741 sgr. Giessen (57‡), 6 a.m., per Neu-stadt, in 11‡ hours Henau (51), 7‡ a.m. and 8 p.m., in 9 hours, fare 66 sgr. Hersfeld (251), 8 a.m. and 91 p.m., in 42 hours. fare 35sgr. Hunfeld (9) 8 a.m. and 9 p.m in 2 hours, fare lingr. Kissingen (35‡), 6 a.m., in 84 hours, fare 66 isgr. Lauterbach (15%) 6 a.m., n 2% hours, fare 17sgr. Neustadt (421) 6 a.m., in 71 hrs., fare 39 sgr. Schweinfurt (51) 6 a.m., in 12 hours, fare 961sgr. Vacha (264) 94 p.m. in 6 hours, fare 34 lagr. Wurzburg (621) 6 a.m., in 154 hours, per Schweinfurt

## • Furth

Julich (143), 72 p.m., in 24 hra., fare 194 sgr. News (114), 9 a.m., and 54 p.m., in 21 hours, fare 15 sgr. Rheydt (91), 61 a.m. and 61 p.m. in it hour, fare 12sgr.

#### Gastein Bad to

Salzburg (764) 54 a.m., Tuesdays, Thursdays, and Saturdays, from 15th of May, and from the 1st of June to September 15, daily at 5 a.m. in 12 hours, fare 8ft.

Werfen (434) 24 p.m., in 74 hours

## • Gemunden to

Kissingen (264),4 p.m., in 54 hra. fare 1fl. 30kr. Orb (30), 4½ p.m., returning at 8 a.m., in 5% hours, fare 2fl. 10kr.

## Geneva to

Basel (237), 81 a.m., & 6.30 p.m., in 124 & 15 hrs, fare, 24 fr. 50 c, Bern (1411), 7.0 a.m. and 2 p.m. in 111 & 14 hours, fare 16fr. 85c., and 21fr. 70c. Domo d'Ossola (2422) 8 am. in 314 hours

Fulda (57#), 8.36 a.m., in 10 hrs.,

Grünberg (134), 3 p.m., in 24 hrs.,

#### Geneva to

Freiburg (120), 7 a m., per Yverdon, in 9½ hours, and 2 p.m. per Payerne, in 12½ hours, fare 13£. 50c., and 12f. 20c. Lausanne, per raitway.

Milan (244), 8 a.m. per Bouveret, in 54 hours, fare 53f. 5c.

in 54 hours, fare 53f. 5c. Neufchatel, per railway.

Sallenches (35), 7 a.m., in 6 hours, returning 10 a.m.; fare 56. St. Maurice (58), 8 a.m., per Bouveret, in 74 hrs., fare 9fr. 30c. 7 a.m., per Lansaune, in 74 hrs. fare 1 fr. 20c.

Sitten (150%) 7 a.m., per Lausanne, in 13 hours, fare 17f. 5c., 8 a.m. per Bouveret, in 12 hrs., fare 21f. 80c.

Turin (132), 7.46 a.m., in 24 hrs.; fares 43fr. and 49fr. 65c.

Vevay, 7 a.m., per Lausanne, and 8½ a.m., by Morges, in 4½ hours. Yverdun, per Raliway.

Zurich, per Rallway.

#### * Genoa to

Milan (109\$), 5.50 a.m., and 6.55 p.m., in 11½ hours, per Novara; 5.50 a.m. per Vigevano, in 11½ hours, fare 36f. Nice (154), 6 p.m., in 26 hrs., fare 40fc.

Plas (121½), 12½ noon, in 27 hours,

# fare 50hre. • Gera to

Altenburgh (22) 1½ and 5½ a.m., and 2½ p.m., in 4 hours, fare 2½ sgr.
Gosenitz (17½) 5½ a.m. and 2½ p.m., in 4 hours, fare 20 sgr.
Hof (47½) 9 p.m., in 10½ hours, fare 66 sgr.
Saalfeld (40½) 2 a.m. and 2 p.m., in 3½ hours, fare 52½ sgr.
Souneherg (71) 2 a.m., in 16 hours, fare 5½ sgr.
Weimar (38½) 2 a.m., in 8 hours, fare 55½ sgr.
Weimar (38½) 2 a.m., in 8 hours, fare 55½ sgr.
Weimar (38½) 2 a.m., in 4½ hours, fare 22 sgr.

#### * Giessen to

Alsfeld(31½), 3 p.m., in 6½ hours, fare 112kr.
Coblents (65), 9 a.m., and 9½
p.m., in 13½ hours, fare 5fl. 44kr.
Ditenburg (27½), 9 a.m., in 5
hours, fare 2fl. 27kr.

#### · Giessen to

per Neustadt

fare 52kr.

Hömberg (25½) 3 p.m., per Grünberg, in 4½ hours.
Hungen (13½) 3½ p.m., in 2½ hrs., ret. 7.10 a.m., fare 52kr.
Lauterbach (39½) 3 p.m., in 7½ hrs., fare 140kr.
Lich (7½), 3½ p.m., in 1½ hour, ret. 8 a.m., fare 32 kr.
Limburg (37), 9 a.m., and 9½ p.m., in 7½ hours, fare 381. 17kr.
Nidda (24½), 3½ p.m., in 4 hours, fare 76kr.
Siegen (46), 9 a.m., in 8½ hours, fare 4ft. 5 kr
Weilburg (28), 9 a.m. and 9½ p.m., in 4 hours, fare 4ft. 5 kr
Wetzlar (9½), 9 a.m. and 9½ p.m., in 4 hours, fare 2 ft. 3 kr.

# p.m., in it hour Glarus to

Brunnen 6½ a.m., per Lachen, in 8½ hours, fare 9 £.75 c.
Lachen 6½ a.m., in 2½ hours, f. 4£10 c. & 5£.10 c.
Lintithal (15½), 9 a.m. & 6 p.m., in 2 hours, ret. 7 a.m. and 3½ p.m., fan 1 £.75 c.
Lucern 6.30 a.m., per Lachen, in 12½ hours, fare 12 £.85 c.
Richterschwyl 6½ a.m., in 4 hrs.,

fare 5 f. 30c. Zurich (65) 6 s.m., per Laches, in 6 shours, fare 7 f. 10 c. and 9 fr. 20 c.

#### Glaz to

only, in 4\frac{1}{4} hours, fare 30 sgr.

Hohenstadt (48\frac{1}{4}), 3 a.m., in 10
hours, fare 73\frac{1}{4} sgr.

Mittelwalde (22) 3 a.m. in 4\frac{1}{4} hrs,
fare 38\frac{1}{4} sgr.

Neisse (35\frac{1}{4}) 8 a.m. in 7\frac{1}{4} hours,
fare 49\sqr.

Waldenburg (35\frac{1}{4}) 10\frac{1}{4} a.m. in 7

Cudowa (23), 14 p.m., in Summer

# hrs, fare 464 sgr. * Gleiwitz to

Piess (29), 7½ p.m., returning 1 a.m., in 6 hours, fare 37½ sgr. Rybnick (17½), 7½ p.m., in 8½ hours, fare 22½ sgr.

## * Glogan to

Crossen (554) 12‡ p.m., in 144 hrs. fare 72sgr. Grunberg (35‡) 12‡ and 10½ p.m., in 6½ hrs. fare 364sgr. Gulrau (20½), 7½ a.m. and 6 p.m. in 4 hours, fare 26½sgr. Liegnitz (35½), 10 a.m. and 10½ p.m., in 6 hours, fare 46½sgr. Winzig. (39½) 6 p.m., in 8 hours, fare 55ggr.

#### Gmund to

Azien (141), 3.26 and 10.15 a.m. in 2½ hours, fare 65kr. Cannstadt (3½) 12.57 night in 5½ hours, 2f. 15kr. Ellwangen (25½) 3.26 and 10½ a.m. in 4½ hours, fare 1d. 50kr. Stuttgardt (33½), 12.57 night, in 6 hours, fare 2fl. 25kr. & 4½ p.m., in 2½ hours, fare 50kr.

## Gnesen to

Bromberg (56), 114 p.m. (in winter 5 a.m.), in 114 hours, fare 78 sgr.
Inowraclow (40), 5 a.m. and 2 p.m., in 74 hours, fare 51 sgr. Krotoschin (68), 2 a.m. per Kosmin, in 144 hours, fare 88§ggr. Posen, (32), 94 a.m., 1 and 114 p.m. in 54 hours, fare 42sgr. Thorn (63), 5 a.m. and 2 p.m., in 114 and 144 hrs., fare 61sgr. Witkowo (104), 24 p.m., in 24 hrs., fare 13§sgr.

#### * Gorlitz to

Hirschberg', (44), 2f a.m., and 2f p.m., in 8f hours, fare 57 sgr.
Lanhan (14), 2f a.m., & 2f p.m., in 2f hours, fare 19 sgr.
Spremberg (46), 1f p.m., in 8f hrs., fare 63 sgr.
Zittau (22), 122 p.m., in 4f hours, fare 24sgr.

## • Gotha to

Helligenstadt (181), 8 p.m., in 9 hours, fare 71 jagr.
Hidburghausen (141), 8 p.m. ia 9 hours, fare 71 jagr.
Langensalza (111), 3 and 10 ja.m., & 8 p.m., in 2 hours, fare 15 sgr.
Mühlhausen (28), 3 and 10 ja.m., & 8 p.m., in 14 hours, fare 30 sgr.
Ohrdruff, 6 am. 3 jand 8 p.m., in 1 ja hours, fare 14 sgr.
Schleusingen (37), 8 p.m., ia 7 ja hours, fare, 57 sgr.

Gottingen (611), 8 p.m., in 124 hrs.

## . Gotha to

Schmalkalden (23), 9.12 a.m. per Walterhausen, in 4½ hours, fare 31 sgr.

Suhl (274), 6 a.m. & 8 p.m., in 52 hours, fare 434sgr. Zella (23) 6 a.m. and 8 p.m. in

Zella (23) 6 a.m. and 8 p.m. in 44 hours, fare 42ggr, and 314ggr.

#### . Gottingen to

Adelebsen (121) 4 p.m. in 21 hrs, returning at 63 a.m., fare 22ggr. Duderstadt (22), 4 p.m., in 41 hours, fare 1th. 10ggr.

Gotha (614), 44 p.m., in 121 hours Helligenstadt (17), 44 p.m., in 34 hours, fare 1th. Langensalza (494), 41 p.m., in 94

hours, face 2th. 21sgr. Mülihausen (38), 44 p.m., in 74 hours, face 2th. 2sgr.

Uslar (23) 4 p.m. in 4# hours, returning at 4½ a.m.

## Groningen to

Leenwarden and Harlingen every evening, in correspondence with the 8 a.m. Steamer from Harlingen to Amsterdam.

## • Gunzach to

Memmingen (204) 6 p.m. in 44 hrs.

## * Gunzburg to

Ichenhausen, 103 a.m. and 43 p.m., in 11 hours, returning 6 a.m. and 2 p.m.

## * Gustrow to

Demmin (37), 11\(\frac{1}{4}\) a.m., m 9 hrs. Goldberg (15\(\frac{1}{4}\)) for p.m. in 2\(\frac{1}{4}\) hrs., returning at 6\(\frac{1}{4}\) a.m. fare 2\(\frac{1}{4}\)schl. Lage (12\(\frac{1}{4}\)), 11\(\frac{1}{4}\) a.m., in 1\(\frac{1}{4}\) hour, returning 2 p.m., fare 27\(\frac{1}{4}\)schl. Ladwigslust (51), 6\(\frac{1}{4}\) p.m., in 10 hours

Malchow (28%) 11% a.m. in 4% hrs., returning 11 a.m. New Bru Jenhurg (59) 11% a.m.

New Bra lenburg (52), 112 a.m. and 7 p.m. in 9 hours

Plau (264), 114 a.m., in 44 hours, returning 114 a.m., fare 46 schi. Röbel (68), 114 m. in 94 hours Stavenhagen (334), 114 a.m. and 7 p.m., in 53 and 6 hours, returning 94 a.m., and 11.50 p.m. Wahren (423), 114 a.m., in 64 hrs. Wittstock (694) 114 a.m., in 18 hours of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state

## • Haag to Feldkirch, 6‡ p.m., in 1½ hour.

# Hadersleben to

Aarhuus, 11½ p.m.. returning at 9½ a.m., to 14½ hours. Aarosmed, 5½.a.m., returning 10½ a.m., to .½ hour

## Hadersleben to

Apenrade 121 and 111 p.m., in 21 hours.

Flensburg (34%), 12% noon, and 11% p.m. in 6 hours

Skive, Tuesdays, Thursdays and Saturdays, at 10 p.m., in 301 hours.

## . Hagenow to

Redefin (6‡), 5‡ p.m., in i‡ hour returning at 10‡ a.m., f. 10schl. Wittenburg (6‡), 11 a.m. and 9 p.m., in 1‡ hour, fare 15schl.

## * Halberstadt to

Blankenburg (10½), 12.30 noon & e½ p.m., in 1½ hr., fare 13½sgr. Hornburg (23), 4 p.m., returning at 3½ a.m., in 4½ hours, f. 30sgr. Nordhausen (44½), 5½ a.m., per Quedlin'rurg, in 10½ hours, 12.30 noon per Blankenburg, in 7½ hours, 6½ p.m. per Werniger, in 9½ hours, fare 5½ sgr. Quedlingburg (9½), 5½ a.m., 12

noon, 3 & 6‡ p.m., in 1½ hour, fare 10sgr.

Weinigerode (124), 6 a.m. and 6.55 p.m., in 21 hours; in summer to Ilsenburg at 6 a.m. in 32 hours, returning at 12 noon

#### Hall to

Cralleheim (194), 3.35 a.m., and 44 p.m., in 4 hours, fare 85 kr. Ellwangen (254), 4.15 p.m., in 54 hoars, fare 79 kr.

Helibronn (32½), 10½ s.m., per Ochringen, and 10.5 p.m., per Mainhardt, in 6½ hours, fare 2 fl. 5 kr.

Künzelsau (134), 104 a.m., in 54 hours, fare 70 kr.

Mergentheim (48½), 10½ a.m., per Hohebuch, in 9½ hours, and 3.35 a.m. per lishofen. in 9½ hours Oehringen (17), 10½ a.m. in 3½ hrs. fare 57 kr.

Schorndorf (321), 41 p.m. in 65 hours, returning 12 25 night, fare 1 ft. 54 kr.

Stuttgart (34%), 4% p.m., per Schorndorf, in 14% hours, fare 3 fl. 19 kr.; and 5.45 a.m. per Backnang, in 9 hours

## *Halle to

Connern (155), 3 p.m., returning at 4½ a.m., in 3 hrs, fare 17½ sg., & Eisteben (208), 9½ m., 3½ p.m., 12 might, in 3½ hrs., fare 31½ sgr. Eriurt (70), 7 p.m., in 14½ hours, fare 11½ sgr.

#### * Halle to

Heiligenstadt (88%), 9½ a.m. and 12 night, in 18½ hours, fare 115½

sgr. Löbejün (12½), 5 p.m., in 2½ hrs., fare 13½ sgr.

Nordhausen (564), 91 a.m., and 12 night, in 104 hours, fare 864 agr.

Querfurt (22), 7 p.m., in 4 hours, fare 28\frac{1}{2} sgr.
Sangerhausen (34\frac{1}{2}), 9\frac{1}{2} a.m. &

Sangerhausen (342), 9½ a.m. & 12 night, in 6½ hra, fure 36½ sgr. Schraplau (13½), 4 p.m. (Sunday, 5 p.m., in 3 hrs., fare 18 sgr. Wettin (12½), 5 p.m., in 3 hours, fare 13½ sgr.

## Haltern to

Cosfeld (15‡),4 a.m., and 3‡ p.m., in 2‡ hours, fare 21 sgr.
Münster (25‡). 3‡ p.m., in 4‡ hrs, fare 33 sgr.

Recklinguausen (91), 21 a.m., 11 and 41 p.m., in 12 hour, fare 12 sgr.

Wesel (26;), 21 p.m., in 41 hours, fare 341 sgr.

## *Hamburg to

Frankfurt-on-M. (2981), 93 a.m. and 63 p.m., from Harburg per Hanover

Hadersleben, 5.10 p.m., from Altona, in 18‡ h. Harburg at 3½ and 9½ a.m.; 3

p.m., in 1½ hour; 11.20 a.m., 5½ and 8½ p.m., in 1 hour; 7 a.m., 12 noon, and 4½ p.m., in 1½ hr.

Kiel (57½), 10 p.m., on Tuesdays and Fridays, in 8½ hours

Kongahaen, 5.10 m. from Al.

and Fridays, in 8‡ hours Kopenhagen, 5.10 p.m., from Altona, per Kiel, in 17‡ hours, Lubeck (39‡), 11 p.m. per Buchen, In 6‡ hours

## *Hamm to

Arnsberg (28%), 2a.m. in 5% hrs., fare 45% sgr.
Werl (11%) 2 a.m., in 1% hours, fare 17% sgr.

## *Hanau to

Birstein (30), 4 p.m., in 6 hours, returning at 3 am, in 5 hours, fare 33 agr...
Budingen (17), 4 p.m., in 3 hours, fare 18 and 20 agr...
In (51), 7 a.m., and 6 p.m., in 9 hours, fare 66 agr.,

## * Hanau to

Gelnhausen (133), 73 a.m., 4 and 6 p.m., ret. 3.10 and 5.55 a.m., and 2.10 p.m., in 23 hours, fare 16 sgr.

Meerholz (11½), 4 p.m., in 2½ hrs., ret. 5¼ a.m.. fare 13½ sgr. Windecken (6¾), 4½ p.m., in 1½ hr., returning at 7 a.m., fare 6 sgr.

## * Hanover to

Hameln (27‡), 11 a.m., 4 and 11‡ p.m., in 4‡ hours, fare 32ggr.
Pyrmont (41‡), 11 a.m. (in summer 11‡ p.m.), in 9 hrs.
Walsrode (38), 4 p.m., in 7 hours,

returning at 5 a.m., fare, 2th. 6ggr.

## . Heidelberg to

Bischofsheim (67‡), 7½ a.m., per Hardheim, and 4½ pm. per Boxberg, in 13 hrs, fare 3fl.

berbach (203), 41 p.m., in 31 hours, ret. 63 s.m., fare 57kr.

Miltenberg (411), 41 p.m., in 82 hours, fare 251 kr.

Sinsheim (184), 4,20 p.m., returning 6 a.m. in 34 hours, fare Lfl. 3 kr.

Wertheim (72\$) 7½ a.m., per Hardheim, in 13½ hours; 4½ p.m. per Miltenberg, in 12 hours. Wurzburg (85½), 4½ p.m., per

Wurzburg (85½), 4½ p.m., per Miltenberg, & 4½ p.m. per Boxberg, in 16½ hrs., fare 3fl. 30kr.

#### . Heilbronn to

Crailsheim, 9.15 a.m. & 8.50 p.m., per Hall, in 11 hours, fare, 3 fl. 30 kr.

Ellwangen (572), 9.15 a.m., in 121 hours, fare 184kr.

Hall (32½), 9 15 a.m. & 8.50 p.m., in 6½ hours, fare 2fl. 5kr.

Kunzelsan (28%) 9.15 a.m. & 8.45 p.m., in 6% hrs, fare lfl. 45kr. & 2fl. 5kr.

Morgentheim (484), 9.15 a.m., per Hoheb., in 11 hours, and 84 p.m. per Mockmuhl, in 104 hrs., fare 3d. 25kr., and 2fl. 54kr.

Möckmühl, 8.50 p.m., in 3f hours, ret. 5 25 a.m.

Mosbach (17) 5 p.m., in 4½ hrs., set. 4.15 s.m. Ochringen (14½), 9.15 s.m., in 8

Ochringen (14%), 9.15 a.m., in 8 hrs., fere 49kr., & 8.45 p.m. in 8% hours, fare 1fl. 5kr.

Rothenburg (60), 8.45 p.m. per | Mantelden, in 141 hours

#### * Heilbronn to

Sinsheim (24½), 4½ p.m., return 6 a.m. in 4½ hrs., fare ift. 18 kr. Wimpfen (6½) 4½ p.m., in 1½ hou; ret. 9½ a.m., fare 42kr. Wurzburg (7½), 8½ p.m., in 14½ hours, fare 6ß, 14kr.

#### * Herford to

Detmold (17), 12 noon, per Lage, in 3 hours, fare 22½ sgr. Lemgo (12½), 5½ p.m., in 2½ hours, fare 19½ sgr.

Lubbecke(15‡), 5‡ p.m., returning at 6‡ a.m., in 5‡ hrs., fare 21 sgr.
Pyrmont (32‡), 5‡ p.m., in 7‡ hrs., fare 49 sgr.

#### Hermannstadt to

Bukarest, Monday and Thursday, 8 a.m.

Klausenburg (994), 2 p.m., in 204 hrs., réturning at 2 p m. Kronstadt (834), 2 p.m., in 164 hrs. Temesver (1682) 7 a m., in 33 hrs., fare 19ft. 28 kr.; also 2 p.m. in 48 hours, fare 16ft. 49 kr.

## Hildburghausen to

Heldburg (15), 8,30 p.m., returning 6½ a.m., in 2½ hours
Rombild (9½), 8 a.m., in 1½ hour
Schleusingen (9½), 7½ p.m., in
1½ hours, fare 42kr.

Suhl (184), 74 p.m. in 34 hours, fare 1fl. 31kr

#### * Hildesheim to

Clausthal (42½), 9.30 p.m. in 8 hrs. fare 2th. 14gr. Goslar (30), 9 a.m. and 9.30 p.m.,

in 5½ hours, fare 1th. 22gr.
Lafferde (13½), 5½ p.m., returning
at 4½ am, in 2½ hrs, fare 24gr.
Lamspringe (15½), 5½ p m., returning at 5½ a.m., in 3½ hours,
fare 28gr.

#### . Hof to

Asch (15½) 10 p.m. in 3½ hrs., fare 1fl. 52kr. Carlsbad (58½), 10 p.m. in 13½

hours. Eger (30) 10 p.m. in 7‡ hrs., fare 3fl. 25kr.

Franzenzbad (881) 10 p.m., in 6 hours. Gera (471).8 p.m., in 10 hours.

fare \$fl. 57kr. Lobenstein (194) 31 p.m. in 42 h., fare 1fl. 39kr.

#### * Hof to

Regensburg (1881), 9.30 a.m., and 1.45 p.m., per Nuremberg, in 19 hours.

Schleiz (204), 8 p.m., in 44 hours, fare 1fl. 48kr.
Steben, 5 p.m., in summer only,

in 3½ hours.
Wunsiedel (23), 4.40 a.m. per
Schwarzeburg, in 4½ hours

## Homberg to

Wabern (65), 51 a.m. & 35 p.m., in 11 hour, fare 71 sgr.

## . Homberg to

Moers (34) 75 and 10.10 a.m., 3 10. 6, 84, 104 p.m., in 1 hour, ret, at 54, 85, and 114 a.m., 2, 45, and 7 p.m., fare 44sgr.

Homburg (v d. Höhe) to Frankfurt-o-Maine (91), 7, 9, &

Frankfurt-o-Maine (94), 7, 9, & 11 a.m; 1, 3, 74, and 11 p.m., in 14 hr., fare 36kr.

Friedrichsdorf, 10g a.m., and 6.40 p.m., returning at 7.40 a.m., and 5½ p.m., in ½ an hour, fare 15krs. Weilburg (27½), 6½ p.m., in 5½ hours, fare 116 kr.

# * Homburg (in Rheinbayern,

Blicscastel (6#) 9.10 a.m. and 4.10 pm. in 1½ hr., returning 7.40 a.m. and 3½ p.m. St. Inghert (11½) 4.10 p.m. returning at 5½ a.m. in 3½ hours, fare,

## Innsbruck to

39kr.

Botzen (79½), 7 a.m., and 6 p.m., in 16 hours, fate 9ft, 4kr. Bregenz (131½) 4 a.m. in 27 hrs.; fare 15ft. 12kr.

Brixen (52), 7 a.m., and 10 p.m., in 11 and 10½ hours, fare 6ff. Feldkirch (111), 4 a.m., in 20½ hours, fare 12ffs. 48kr.

Fussen (66) 9 p.m. Monday, Thursday, and Saturday, in 15 hours, fare 6fl. 25kr., & Briefpost daily Kreuth (51) 9 p.m., in summer only.

Landeck (51), 4 s.m., and Briefpost, 9 p.m., in 84 and 104 hrs., fare 5fl. 52kr.

Linz (186), 1 p.m., in 394 hours, fare 21fl. 36kr.

Mittenwald (25), 12 noon in 6 hours, also 9 p.m., in 7 hrs. ret. 9 p.m., in 51 hrs. fare 3ft. skr.

## Innsbruck to

Reutte (561) 9 p.m. Mondays Thursday and Saturday, in 12 hours, fare 6fl. 48kr.

Salzburg (103), I p.m., in 201 hours, fare 12fl.; on Tuesday, Thursday, and Sunday, at 101 a m., in 12 hours.

Verona, 10 p.m. per Botzen, and thence per Rallway.

Vienna (302‡), 1 p.m., per Linz, in 40½ hours.

## Ischl to

Bruck (108), 6.0 a.m. in 24 h., fare 12 fl. 40 c. Ebensee (11), 6 a.m., and 1 & 2 p.m., in 2 hours, fare 40 kr. Lambach, 7 p.m., in 7\frac{2}{4} hours. Linz, per Saizburg Saizburg (33)) 7 p.m. in 6\frac{2}{4} hours, and 7 a.m., in summer, in 7\frac{2}{4} hra.

also 2 p m., in 7 hours, fare, 2ti.

## Jena to

45 cr.

Altenburg (414), 5.35 p.m., in 11 hours, fare 60 sgr.
Apolda (94), 2.40 and 8.30 a.m., and 12.40 p.m., in 14 hour, fare 10 sgr.
Cahla (9) 3.25 and 6.55 p.m., in 2 hours.

Gera (23) 8 a.m. per Roda, and 5.35 p.m., in 6 hours, fare 38sgr. Neustadt (18)), 3.25 & 5.55 p.m., in 4½ hours, fare 24 sgr. Roda (10½), 8 a.m., in 1½ hour, fare

12½sgr.; ret. 11½ p.m. Budolstadt (20½),'6.55 p.m., in 5½ hou. fare 27 sgr. schlet. (31½), 6.55 p.m., in 7½ hours, fare 40½ sgr.

Weimar(11) 7.40 a.m.in 2) hours, fare 19) sgr.

#### Jesspitz to

Forste, 11 and 11 p.m. in 25 hours, fare 161 agr.

## Jungbunglau to

Falgendorf, (374), 11 p m. in 74 hours, fare, 4th. 16kr
Priorland (16), 114 p.m., in 9 hrs, fare 5 ft. 20 k.

## Jungbunzlau to

Kolin (334), 2 a.m. and 12 night, in 5 and 5½ hrs., fare 3 fl. 52 kr. Podiebrad (23), 2.0 p.m., in 3½ hours.

Prague (33½), 10 a.m., and 10 and 10.00 p.m., in 6 & 8 hrs., fare 3fl. Roichenberg (324), 11.30 p.m., in 6 hours, fare 3 fl. 44 kr. Rumberg (51), 11.0 p.m., in 10¾ hours, fare 6 fl.

# *Juterbook to

Luckau (30), 9½ a.m. in 6 hours, fare 1 fl. 9 kr.
Treuenbrietzen (11½), 2½ p.m., in 1½ hours, fare 12½ sgr.

## *Kempten to

Memmingen (20‡), 11 p.m., in 4 h. Ulm (54‡), 11 p.m., in 10‡ hours

## * Kiel to

Copenhagen, 9 p.m., in 13½ hrs., by steamer per Korsor Eckernforde (16), at 12 noon, returning at 12 noon, in 3 hours Euth (28), at 1½ a.m., ret at 10 p.m., in 6 hrs. Itclitgenhafen (53½), 11½ a.m., in 10½ hours, ret. 5½ p.m., fare 4 fi. 21 sh. Lübeck (48½), at 11½ a.m., in 10½ hours, fare 4 fi. 51 sh. Prectz (9½), 11½ a.m., in 1½ hr., returning 3½ a.m.; fare 85 sh. schleswig (30½), 12 noon, in 9 hours.

## *Kissingen to

Bruckenau (17), 11.10 a.m., in 4 hours, fare 2 ft. 6 kr. Fulda (384), 11.10 a.m., in 84 hrs., fare 4 ft. 14 kr. Gemunden (23), 44 a.m., in 5 h, fare 1 ft 33 kr. Meiningen (334), 92 p.w. in Summer only, in 65 hours, 9 p m. in winter, in 74 hrs., fare 3 ft. 52 kr. Schweinfurt (144), 2.55 p.m., in 21 hours, fare 1 ft. 50 kr. Wurzburg (38), 2.55 p.m., in 64 hours, fare 2 ft. 59 p.m., in 65 hours, fare 2 ft. 59 p.m., in 66 hours, fare 2 ft. 59 p.m.

## *Kohlfart to

Greifenberg (24½), 4½ a.m., returning at 6½ p.m., in 5 hours, fare 31½ sgr.
Lauban (14), 4½ a.m. and 3½ p.m. in 2½ hours, fare 19 sgr.

## *Konigsberg to

Cranz (19½), G a.m., and 4 p.m. in Summer, in 3½ hours, fare 25½ sgr. Gumbinnen (71½), 7 a.m. 4 & 8 p.m., in 12½ and 10½ hours, fare 124 and 108½ sgr. Restenburg (624), 8 a.m. 5½ and

Rastenburg (624), 8 a.m. 51 and 10 p.m., in 12 hours, fare 94 sgr. Petersburg by Tlisit

Tilsit (712), 7 a.m., 4 and 8 p.m. in 122 hours, 10 p m., in 152 hrs

## *Laibach to

Carlstadt (82), 3 p.m., on Monday, Wednesday, & Saturday, & Briefpost daily, in 17 hrs., fare 9 fl. 36 kr. Klagenfurt (51), 3 a.m., in 12\frac{1}{2} hours, fare 5fl. 52 kr. Neustadil, 3 p.m., returning 8\frac{1}{2} a.m., in 9\frac{2}{2} hours Villach (67\frac{1}{2}), 3 p.m., in 14\frac{1}{2} hours, fare 7fl 36 kr

#### * Landau to

Bergzabern, 7.22 a.m. and 7.13 p.m., per Winden Carisruho (21), 8 a.m. and 3 p.m., in 4 hours Germersheim, 7.30 a.m. and 2 30 p.m., in 2½ hours Pirmaseng, 3 30 p.m., returning 4 a.m., in 5½ hrs; fare 2fl. 30kr,

## Landeshut to

Freiburg (14½) 2½ a.m., & 3½ p.m., in 3 hrs., fare 19½ ygr.

Hirschberg (19½) 12 noon, and in summer at 2 a.m., in 4½ hours, fare, 25½ ygr.

Jauer (19½), 2 a.m. and 3½ p.m., in 4½ hours, fare 28½ sgr.

Waldenburg (13½) 3½ p.m., in 2½ hours, fare 183cr.

#### Landsberg to

Schwiebus, (43,) 4 a.m., in 104 hours, fare 1th. 25 sgr.

#### Landshut to

Altotting (38) 9½ p.m., in 8 hrs., fare 4ft. 24kr.
Burghausen (47½) 9½ p.m., per Vilisbiburg, in 9½ hrs., fare 5ft. 28kz.
Deggendorf (55½), at 9½ a.m., teturning at 11½ p.m., in 10 hours, fare 5ft. 52kr.
Ingolstadt (48½) 10 a.m., in 10 hours.

## Landshut to

Neustatt (282) 10 a.m., in 62 hrs.

Passau (82), 4 a.m., per Vilshofen, in 182 hours; 92 p.m. per Vilsbburg, in 16 hours, fare 9fl. 8kr.

Regensburg (392), 9 a.m., 2 and 9.30 p.m., in 74 hours, fare 4fl.

44kr., and 2 fl. 33 kr.

Salzburg (822), 92 p.m., in 182 hrs.

Salzburg (82), 9½ p.m., in 18½ hrs, fare 9tl. 28kr.

Straubing (331), 91 and 2 p.m. in 62 and 7 hours

## • Lausanne to

Bern (55), 8 a.m., and 6 p.m., per Murten, in 10½ hours; 9.40 a.m., per Yverdon, in 8½ hours, and 7 a.m. per Romont, fare 12f. 65c. and 15f. 90c.

Domo d'Ossula (280) 9½ a.m., in 30 hts., fare 33f. 70c. & 40f. 50c.

Frieburg (58½), 8 a.m., and 6 p.m., in 8½ hours, and 7 s.m., per Romont, in 6½ hours, fare 8f. 95c.

Geneva (56), per Railway.

Milan (344). 9½ a.m., in 52½ hrs...

Milan (344), 91 a.m., in 522 hrs., fare 50f. 40c. Neufchatel (65), per Railway.

Neufchatel (55), per Railway. Paris, 5\frac{3}{2} a.m. & 4.0 p.m., in 34 and 26 brs.

Payerne (43%) 8 a.m. & 6 p.m., in 4% hours, fare 6f. 25c. and 7f. 70c.

Sains, 5\frac{1}{2} a.m. and 4.0 p.m., in 10\frac{1}{2} and 13\frac{1}{2} hours; fares 11\frac{1}{2}. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc. and 17\frac{1}{2}. soc.

Sion (Sitten) (92) 3 and 9½ a.m. in 10½ hrs., f. 10f. 10c. Veyay (12), 3 and 9½ a.m., in 2

Vevay (12), 3 and 94 a.m., in 2 hrs., fare 1 f. 95c. & 2f. 55c. Yverdun (30) per Railway.

## Lauterbach to

Alsfeld (10½), 8.50 a.m., in 2 hrs., fare 40kr.
Fulda (15½), 4.25 p.m., in 2½ hrs., fare 60kr.

Glessen (394), 34 a.m. per Grünberg, in 74 hours, fare 80kr. Grünberg (254) 34 a.m., in 5 hours, fare 82kr.

Merbstein (62) 5 p.m., returning 7 a.m. in 12 hour, fare 28kr

## Lauterbach to

Neustadt (264), 8.50 a.m., in 54 hours
Schlitz (94), 44 p.m., in 14 hour, fare 36kr.

## Lecco to

Bergamo, 7‡ a.m., in 4 hrs., fare t fi. Chiavenna (44), 4.30 p.m., in 8

hours, fare 2ff. 40kr. Colice, 44 p.m., in 5 hours, fare 1 ff. 30 kr.

Milan, 24 p.m., per Monza, in 52 hours, fare 195 kr.

## *Leipsic to

Borna (16), 8 p.m., in 2‡ hours, fare 22 ngr. Chemuitz (50), 8 p.m., in 9 hours.

Chemnitz (50), 8 p.m., in 9 hours, fare 54 ngr.
Eilenberg (14), 12 noon and 10) p.m., in 24 hours, fare 16 ngr.

Grimma (184), 6 a.m., 12 noon 5 and 6 p.m., in 34 hours, fare 19 and 12 ngr.

Rochlitz (30%), 5 p.m., in 5% hrs, fare 28 ngr. Waldheim (39), 12 noon, in 8 hrs.

fare 37 ngr. Zeiz (274), 5 p.m., in 5 hrs., fare 25 ngr.

#### Lemberg to

Brody (63%), 6 p.m., in 12 hours, fare 7 ft. 20 kr.
Czernowitz (178), 4 p.m., per Tarnow, in 35 hours, & 7 p.m.,

per Stanislau, in 39 hours, fare 22 fl. 4 kr.

Czortkow (1154), 5 p.m., Monday, Wednesday, and Friday, in 24 hours; ret. 2.50 a.m., Sunday, Wednesday, & Friday, fare 13 fl.

Dembica (1421), 1.30 p.m., in 201 hours, 7 a.m. and 7 p.m., in 261 hours, fare 20 ft. 30 kr.

Hermanustadt (513½), 4 p.m., Thursday and Sunday, in 136½ hours, fare 47 ft. 4 kr.

Krakau (2204), 124 p.m., in 264 hours, 7 a.m. and 7 p.m., in 324 and 344 hours

Odessa, 4 p.m. Sundays, and Tuesdays, 6 p.m., Wednesdays, per Czernowitz, in 97 hours; also 6 p.m. Mondays and Fridays, per Brody, in 88 hours

Tarnopol (761), 4 p.m., in 14 hrs., fare & fl. 48 kr.

#### *Leobschutz to

Neige (35), 9‡ p.m., in 7 hours fare 52i sgr.

## *Liegnitz to

Glogau (35‡), 9½ a.m. & 11½ p.m., in 6 hours, fare 46½ agr. Goldberg, 5½ & 9½ a.m., 11½ p.m in 2½ hours Hirschberg (355), 2 a.m. and 11½

Hirschberg (35‡), 9½ a.m. and 11½ p.m., in 7½ hours, fare 6½ sgr. Lüben (13½), 6 & 9½ a.m. and 11½ p.m., in 2½ hours, fare 18 sgr. Rawitsch (48), 9½ a.m., in 9½ hrs. fare 2f3 8kr.

## •Liestal to

Balsthal, 6.20 a.m., and 5.35 p.m in 3½ hours, returning 5½ a.m. and 5½ p.m., fare 2fr. 70c.

## Limburg to

Coblentz (275), 6 a.m. & 5.15 p.m., in 5½ hours, fare 2 fl. 6 kr. and 2 fl. 27 kr.

Diez (3½), 6½ a.m., 1 & 8 p.m., in ½ an hour, returning 5 and 11½ a.m. and 7 p.m., fare 15 kr. Dillenburg (34½), 1 p.m., in 6½ hrs. fare 3fl.

Frankfurt-on-Maine (39½), 4 a.m., in 7½ hours, fare 3 fi. 24 kr. Glessen (37), 12½ and 11 p.m.

(157), 122 and 11 p.m., in 7½ hours, faie 3 fl. 12 kr.

Hadamar (5½), 1.0 and 8½ p.m., in 1 hour, fare 24 kr.

Runkel (5½), 7 a.m., 8½ p.m., in

1 hour, fare 24 kr., ret. 44 and 104 am. Weilburg (134), 12 30 and 11 p.m., in 24 hours, fare I fl. 3 kr.

and 1 ft 14 kr. Wetzlar (274), 12.30 & 11 p.m., in 54 hours, fare 2 ft. 6 kr. and 2 ft. 27 kr.

Wiesbaden (27‡), 4 and 7 a.m., & 3½ p.m., in 5½ and 7½ hours, fare 1 fl. 45 kr. and 2 fl.

## *Lindau to

Bregenz (62), 5 a.m., and 1 p.m., in 1 hour

Chur (57‡), 4‡ and 9 a.m. and 1‡ p.m., per Rorschach, in 7‡ & 8 hours

Milan (307½), 4½ and 9 a.m., in 29½ hrs. Romanshorn, 8½ a.m., 12.20 and

4 p.m., in 1 hour, by steamer. Rorschach (14), 41 & 9 a.m., 12 and 4.50 p.m. in 12 hour, per steamer

#### * Lindan to

St. Gallen (254), 41 & 9 a.m., 2.15 and 4.50 p.m., in 21 hrs. fare 3f. Zurich (1014) 8 50 a.m., & 12.20 & 4 p.m., per Romanshorn, in 41 hours

## * Linz to

11 kr.

Braunau (671), 1 p.m., and per Lambach, 4.25 a.m., in 11 hours, fare 7 fl. 36 kr. Budweis (614), 5 p.m. and Briefpost daily, in 12 hours, fare 7 fl. 4 kr. Hall (23), 7 a.m., in 4 hours, ret. 4 p.m., fare 1 fl. 3 sgr. Innsbruck (187), 31 p.m., in 364 hours, fare 21fl. 36kr. Ischel, 4.25 a.m., per Gmunden, in Summer, in 12 hours, fare 3 fl.

Munich (156), 44 a.m. and 2 p.m., in 281, and 30, hours.

Passan (60), 6 a.m., in 12} hours, fare 6 fl. 56 kr. Prague (1511), 5 p.m. in 332 hours, fare 17 fl. 28 kr. Regonsburg (1341), 6 a.m., in 21 hours, fare 14fl. 10kr. Salzburg (831), 11 a.m. & 2 p.m., in 12; hours, fare 576 kr. Scharding (194), 6 a.m., in 9 hrs. fare 5 ft. 36 kr.

# Vienna per Railway * Lubeck to

Eutin (20%), 6 p.m., in 3% hours, returning at 61 p.m. Hamburg (34), 11 p.m., in 6\$ hours. Heiliger bufen (43), 12 noon in 10 Kiel (484), 6 p.m., in 114 hours

Neumunster (51), 6 p.m., in 15 hrs. Schwerin (394). 94 p.m., in 64 hrs. Wismar (354), 114 a.m., in 54 hrs.

## * Lucerne to

Asran (45), 1½ p.m., per Sins, in 6† hrs, also by railway. Arth (20½), 8½ a.m. in 2½ hrs., fare 2fr. 40c. Basel (97), by Railway Bellinsona (100), 7; a.m., and 271 8 c

Arlon (18%) 41 a.m. and 121 p.m. in 3 hours, fare 2fr. 50c. 2 20 p m. in 171 and 18 hrs., fare Diekirch (23) 9 a.m., at d 2 p.m. in 3, hours, fare 3 fr.

#### Lucerne to

Bern (60), per Railway Brunnen (25), 6, 7# and 101 n.m. and 2.20 p.m., in 1# hour, fare 2 f. 80 c.

Cameriata (222), 72 a.m. and 2.20 p.m. in 26 hours, fare 36fr. 50c.

Einsiedeln (551), 73 a.m., and 2.20 p.m., in 61 and 82 hours, fare 7 fr. 40c.

Escholzmatt (39‡), 3 p.m., in 5 hours, fare 4 fr. 75 cts. (Harns (984) 77 a.m. in 10 hours., fare 12 fr. 8 cts

Lungern 3%) in Summer 7 a.m., in 44 hours, returning at 2 p.m.; also 72 a.m., returning at 10 a m. in 6? hours, fare 5fr. 50c. and 7fr. 20cts.

Milan (259) 77 a m. and 2.20 p.m., in 28 hours, tare 11fr. 55c.

Schwyz (32½), 7¼ a.m. and 2.20 p.m., in 21 and 12 hours; fare, 3 fr. 70 cts.

Sins (181) 11 p.m. in 21 hours, fare 2fr. 25c.

Uzuach (78%), 73 a.m., in 84 hours, fare 10fr. 10c. Zug. 7 a m. & 9.15 p.m., in 21 hrs., fare 3fr. 40c.; 10 a.m., and 14 pm. in Summer, in 21 hours; fare 4 fr. 10 cts.

Zurich (33), 7 a.m. per Albis, in 6 hrs.; and 9.15 p.m., per Horgen, in 7 hours,; fare, 7fr. 20c., and sir; 10 a.m. and 11 p.m. in 6, 72 hours.

## * Ludwigsburg to

Backnang (111), 6.45 p.m., in 31 hours, ret. at 64 a.m., f. 1fl. 5kr.

## Luneburg to

Blekede (144), 1 p.m., in 3 hours, returning at 5 a.m., fare 21ggr.

Borzenburg (194), 1# p.m., in 4 hours, fare 211 ggr.

Dannenberg (331), 91 a.m., returning at 9 a.m., in 7 hrs, fare

Lauenburg (121), 11 p.m., in 22 hours, fare 13 ggr.

# Luxemburg to

## Luxemburg to

Echternach (23) 2, in Winter 1 p.m. in 13 hours, fare 3 fr. Remich (15) 31, in Winter 21 p.m. in 3 hours, fare 1 fr. 75 c. Thionville, per Railway.

Trier (284), 3 p m., in summer also 6 a.m., in 5 hours; and 11 a.m., in 41 hours, fare 4 ir. 50 c., and 5fr. 50c.

## * Lyons to

Pontarlier (2011), 3 p.m., in 22 hours, fare 18fr. Turin 10 a.m., in 21 hours, fares, 52fr. 70c., and 45frs. 30c.

## * Mantua to

Cremona, 2 and 8 p.m., in 72 hours; and 91 a.m. per Casalm, in 101 hours, fare 101 lire Modena (48), 1 a m., Monday, Wednesday, and Friday, in 71 hours, fare Il lire; 8 a.m. per Guistalla

Verona (52), 11 p.m. in 41 hours.

# Marburg (in Kurhessen) to

Buttenberg, 91 a.m. Snn., Mon., Wed., & Fri., in 71 hrs.; 8 a m. Tues . Thurs., and Sat., in 87 hre., fare 27 lagr.

Bledenkopf, 8 a.m., and 5 p.m., in 3} his., fare, 20sgr. Corbach (37) 9 a ni., Sun., Mon., Wed, and Fri., in 92 hours, fare

41 legr. Frankenberg (207) 91 a.m. and

5 p.m. in 4 hours, fare 22 sgr. Laasphe, 8 a.m., in 4f hours, fare 34 lsgr. Olpe, 8 a.m. per Creuzthal, in

13% hours Siegen, 8 a.m., in 12 hours, fare 2th. 28 sgr.

Vohl.91 a.m., Sundays, Mondays, Wednesdays, & Fridays, in 8 hours, returning at 6 a.m.

# Marburg (in Stelermark) to

Klagenfurt, 9 p.m., in 16} hours, fare 8fl. 48kr.

# Marienbad to

Budweis (139), at 92 p.m., Tues-days, Thursdays, and Saturdays, in 314 hours, fare 16ft.

Carlsbad (251), 51 a.m. in sum mer, in 51 hours, in winter 5 Am., in 55 hours, fare 3ft. 4 kr.

#### Marienbad to

Eger (18½), 1½ a.m., and 2.45 p.m, in summer also 4½ a.m., in 3½ hours, fare 2fl. 8kr.

Franzensbad (22), 13 a.m. and 2 45 p.m.; in summer, also at 45 a.m., in 42 and 4 hours, fare, 26. 32kr.

Hof (484), in Summer only, 11 a.m. & 2 45 p.m., in 111 and 19 hours, fare 56. 36kr.

Klattau (72‡), 9½ p.m., in 13½ hrs., fare 8fl. 24kr.

Pilsen (474), 94 p.m., in summer also, 9 a.m. in 9 hrs. f 5fl. 28kr. Prague (1064) in Summer only, 54 a.m., per Carlsbad, in 23 hrs, 9 a.m. per Pilsen, in 194 hours, fare 12fl. 16kr.

## * Marseilles to

Nice, daily at 9 a.m., and 8 p.m., in 24 hours. Fares, coupé 40fr interior, 32fr. also Malle-postes, but in winter these do not carry passengers.

## * Mayence to

Alzei (20%), per Wörrstadt, 6 a.m. in 3% hours, fare 16. 14kr. *
Bingen (1a%), 10½ p.m., in 3 hrs., fare 74 kr.
Coblentz (55%), 10% p.m., in 9% hours, and 7% a.m., in 12 hours,

fare 5fl. 12kr. Creuznach (26½), 10½ p.m., in 5½

hours, fare 2tl. 3kr. Frankfurt-on-Maine, (20%), 12% night in 3% hours

N. Ingelheim (9½), 6 & 10½ p.m., in 1½ hours, returning 7 a.m., and 9½ p m., fare 42kr.

Sprendlingen (184), 4½ p.m., in 3½ hours, ret. at 5½ a.m., fare 68kr. Wöllstein (202), 5½ p.m., in 4 hrs., returning at 4½ a.m., f. 1fl. 16kr. Wörrstadt (13½), 6 a.m., and 5½ p.m., in 2½ hours, returning at 5½ a.m., and 4½ p.m., fare 50kr.

## Memmingen to

Augsburg (46), 12 noon per Buchloe, in 7‡ hours, fare 4fl 15kr. Biberach (22), 2‡ p.m. in 4‡ hours, fare 1fl, 55kr. Buchloe (27‡), 12 noon, in 5‡ hrs. Gunzach, 4 a.m., in 4‡ hours Kempten (20‡), 4‡ p.m., in 4‡ hrs. Ulm (38‡), 3‡ a.m., in 6‡ hours.

## Mets to

Arlon (511), 6 a.m., in 8 hrs., fare 9fr. 60c. and 11fr. 20c.

#### Mets to

Boulay (162), 4 and 6 a.m., in 3 hours, fare ifr. 25c, and ifr. 50c. Chalons-sur-Marne (90), 3 p.m. in 15 hrs., fare 13fr. and 14fr. 75c. Sedan (812) 1 p.m., in 13 hrs., fare 15fr. and 18fr.

## * Milan to

Arona 51) 12 night, in 8 hours. Basel (349) 51 a.m., and 3 p.m., in 40 hours, fares 47fr. 80rp., and 56fr. 50rp.

Bellinzona (95), 5‡ a.m., and 3 p.m. in 92 hours.

Bologua (1714) 2 p.m. Sun., Tues. Thurs, & Sat., in 24 hrs., fare 41f. 40c.

Chiavenna (78½), 5‡ a.m. and 3 p.m., in 12½ hours, fare 12f. 40c. Chur (203‡), 5‡ a.m and 3 p.m., per Bellinzona, in 24‡ hours, f. 30f. 60c.

Colico (60), 5# a.m. and 3 p.m., in 6 hours, fare 5lire 75c.

Cremona (674) 6 a.m. and 7 pm. in 12 and 10 hours, fare 11 lire, and 144 lire.

Domo d'Ossola (1361) 12 night, in 191 hours, fare 16f. 70rp. Florence (251) 2 p.m. Sunday

Thesday, Thursday, and Saturday, in 40‡ hours, fare 71 lie.
Frankfurt, 5‡ a.m. and 3 p.m., per
Basel, and 5‡ a.m. and 3 p.m.,
per Chur, in 49 and 67‡ hours.
Geneva (34) 12 night, per Sitten,
in 62 hours, fare 56fr. 60c. and

Tof. 70c. (100%) 6 & 11 a.m. and 10 p.m. per Novara, in 15 & 13½ hrs, fare 21 lire 50c. also 5 a.m. per Vigevano in 10½ hours, fare 17r. Innsbruck (307½), at 10.37 a.m., per Vorona, in 32 hours Lausanno (344½) 12 night, in 51

Lausanne (344‡) 12 night, in 1 hrs., fare 50fr. 40c. Lindau (213‡), per Rorschach

Lugano (66), 5‡ a.m., and 3 p.m., in 5‡ hrs., fare 8fr. 30c., and 9fr. 20c.

Lucerne, 5\frac{2}{3} a.m. &3 p.m., in 27\frac{1}{3} hrs., fare 40fr. 60c. and 46fr. 50c. Mantua (117\frac{2}{3}), 7 p.m., in 15\frac{2}{3} hrs., fare 8fl. 30kr.

Modena (143) 2 p.m., Sun. Tues. Thurs. and Sat., in 20 hrs., fare 35 live 40c.

Parms (1041), 2 p.m., on Sunday, Tuesday, Thursday, & Saturday, in 14 hours, fare 26 lire 60c.

#### " Milan to

Piacenza (57%), Sun., Turs., Thrs., & Saturdays, 2 p.m., in 7% hours, ret. Sun., Mon., Wed., & Fridays, at 1% a.m., fare 16 lire 25c.
Rorschach (216), 5% am, and 3 p.m., per Chiavenna, in 29% hrs.

p.m., per Chiavenna, in 29% hrs. St. Gallen (207%), 5% a.m. and 3 p.m., in 30% hours.

St. Gothard, 53 a.m. and 3 p m., in 193 hrs., fare 25fr. 5rp. St. Maurice, 12 night, in 45 hrs. fare 43fr. 75rp.

Schaffnanson (1664), 53 a.m. and 3 p.m., per St. Gallen, in 423 hours, fare 546, 30rp.

Sesto Calende (414), 12 ngt., in 52 hours, f. 6 lire 30c. & 8 lire 10c. Splugen (1064) 52 a.m. and 3 p.m., in 182 hours, fare 20fr.

Turin (994), 5 a.m., per Vigevano, in 164 hours, 7 a.m., & 12 noon, and 12 night, per Ticino, in 8, 83, and 10 hrs., fare 13 lire 65c. and 24 lire 85c.

Vigevano (32½) 5 a.m. in 5 hours v fare I lire 20c.

Zurich (1694), 5½ a.m. and 3 p.m. per Chur, in 424 hours; also 5½ a.m. and 3 p.m. per Lucerne, in 37 hrs., £ 48fr. 30rp.

## * Minden to

Dielingen (314) 1 a.m. in 54 hrs., returning 54 p.m., fare 42sgr. . Lübbecke (144), 1 and 10 a.m., and 48 p.m., in 24 hrs., f. 194sgr Oldenburg (362) 1 a.m. per Dame in 162 hours, fare 1044sgr. Stolzenau (194), 54 p.m. in 4 hours, fare 32 sgr. Sulingen (314), 54 p.m. Monday,

Sulingen (311), 51 p.m. Monday, Wednesday, and Saturday, in 8 hours, fare 501sgr.

#### Modena to

Bologna (21), 10 a.m., Monday, Wednesday, and Friday, and Briefpost daily, in 4 hours, fare 7 lire 80 c.

Milan (143), 1 p.m. daily, and 1 p.m., Sunday, Tuesday, Thurssday, and Saturday, in 20 hrs., fare 30 lire 79 c.

Mantua (48½), 10 a.m., per Messageries, 1 p.m., Sunday, Wednesday, and Friday, in 7½ hrv., Briefpost dally, fare 11 lire, also 5 m., per Guastalls Parma (38), 1 p.m., in 6 hours,

Parma (38), l p.m., in 6 hours

## * Muhlhausen (Prussia) to

Cassel (51), 4 p.m. per Bischhausen, in 12 hrs., fare 70½ sgr. Eisenach (22), 2½ a.m., in 4½ bours, fare 281 sgr.

Gotha (23), 91 a.m., 7 p.m., and 12 night, in 41 hours, fare 30

Göttingen (38), 1 a.m., in 71 hours, fare 62 sgr.

Reiligenstadt (201), 1 a.m., in 4 hours, fare 27 sgr.

Languisalza (114), 94 7 p.m., and 12 night, in 2 hours. fare is sgr.

Nordhausen (411), 1 a.m., and 41 p.m., in 9 hrs., 35 a.m. per Sondershausen, in 8 hours, fare 554 & 50€ sgr.

Sondershausen (251), 31 a m., in 42 hours, fare 311 sgr.

Wanfried (131), 4 p.m., in 3 hrs. fare 21 ser.

## Munich to

Alchach (321), 41 p.m., ret. at 4 a.m., in 6 hrs. Altotting (564), 5 a.m., in 104 h.,

fare 6 fl. 32 kr.

Berchtesgad (97), 64 a.m. and 54 p.m., in 15% and 16% hrs., fare 10 fl. 56 kr.

Bruckenau, 54 p.m., in 214 hours Eichstadt (65), 4 a.m., per Ingolstadt, in 14 h., fare 7 fl. 28 kr. Erding, 3 p.m., in 4 hours, re-

turning 6 a m. Ingolstadt (481), 4 a.m., in 141 hours, fare 336 kr.

Innsbruck, by railway, per Kufstein.

Kissengen, 5 a.m., and 51 p.m. in 17thours.

Kreuth (401), 64 a.m., and 12 noon, in | hours fare 4 fl. 40 kr. Landsberg (341), 3 p.m., in 64 hrs , ret. at 4 a.m., f. 2 fl. 15 kr. Linz (1501), 61 a.m., in 28 hours, fare 20 fl. 6 kr.

Mittenwald (694), 5.35 a.m., per Railway, in 12 hours, fare 7 ft. 10 kr.

Passau(1174), 6 a.m per Plattling. and 6 p.m per Landshut, in 194 and 211 hours, fare 13 fl. 40 kr. Regensburg (82), 6 a.m., and 6 p.m., in 102 and 111 hours, also 102 a.m., in 103 hours, fare 9 fl. 32 kr.

hours, fare 96. 44 kr.

#### * Munich to

Salzburg (874), 64 am , 12 noon, and 51 p.m., per Rosenheim, in 13# hours, fare 9 fl. 56 kr.

Straubing (75), 101 a.m., and 6 p.m., per Landshut, in 10 hours fare 8 fl 48 kr.

Tegernsee (331), 61 a.m. and 12 noon, in 31 hours, fare 3 fl. 52

Tolz (331) 61 a.m., and 12 noon, in 34 hours, fare 4 fl.

Traunstein (671), 61 a.m., 12 noon, and 51 p.m., in 91 hours, per Rosenheim.

Vienna (2714), 64 a.m. & 54 p.m., per Salzburg, in 36 hours.

## Munster to

Bocholt (45), 10 a.m., ret. 43 a.m. in 12# hours

Burgsteinfurt (184), 1.0 and 74 p.m., in 31 hrs., fare 24 sgr Coesfeld (23), 10 a.m. & 7 p.m. in 4 hours, fare 30 sgr.

Enschede (391), 1 p.m. in 101 hours, fare 51 sgr.

Ludinghaus (17), 5 p.m., ret. 6 a.m., in 31 hours, fare 24 sgr. Warendorf (153), 81 a.m., and 7 p.m. in 23 hours, returning at 53 a.m. and 61 p.m., fare 21 sgr. Wosel (52), 9# a.m., in 9 hours,

fare 67 l sgr.

## Nachod to

Glaz (241), at 9 a.m. in 51 hours.

#### * Neisse to

Glaz (321), 12 noon, in 71 hours fare 42 sgr.

Leobschutz (231), 101 p.m. in 61 hours: fare 52 sgr. Neustadt (17), 12 noon, and 101 p.m., in 3 hours, fare 224 sgr.

## Neuburg to

Augsburg (321), 61 a.m per Donauworth, in 61 hours; 44 a.m., in 7 hours; fare 1 fl. 21 kr. Donauworth (204), 64 a.m., and 1 p.m., in 44 hrs., fare 2fl. 24kr. Eichstadt (121), 71 a.m., in 8 hrs. Reichenhall (86‡), 6½ a.m. and 5‡ fare 1 fl. 36 kr p.m., per Iusell, 12 12½ and 15½ Ingolstadt (13½), 5 p.m., in 2½ hrs. fare 1 2. 36 kr.

## Neufchatel to

Aarberg (30), 91 a.m. and 51 p.m. in 3 hrs., fare 4f. 15c. & 5f. 10c. Basel, 14, 7, and 104 a.m., and 14 p.m., per Olten, fare 16 f. 30 c. and 20 f.

Bern (31), 91 a.m. and 51 p.m., in 51 and 51 hours, fare 7 fr. 50 c. and 9 f. 30 c.

Besançon, 4.0 and 10 a.m., per Chaux de Fonds, in 124 h., fare 13 fr.

Biel (16), 7 and 104 a.m., 14 and 41 p.m., in 24 hours; by Steamer, 11 a.m., by Post, in 3 hrs., fare, 4fr.

Chaux de Fonds, 4 & 104 a.m. and 2 & 41 p.m., in 41 hours; fare 3 fr. Freyburg, 51 a.m. per Murten in 42 hours, fare 5 fr, 80 c.

Geneva, 8 and 11 a.m., 1 and 42 p.m., in 5 and 6 hours; also, 8 a.m., per Post-waggon, 81 hrs. Lausanne, 3 a.m., in 6 hours; 8 and il a.m., 1 and 4f p.m., in 34 and 44 hours.

Locle (20), 4 & 10 i a.m. and 2 p.m. in 51 hours, and 4 p.m. per Ponts, in 41 h., fare 4f. 25c. Paris, 6 a.m., in 23 hours; 6 p.m., in 24 hours, fare 49f. 90c.,

and 61 f. 10 c. Yverdun, 8 and 11 a.m., 1, & 4%, p.m. per Steamer, in 2 hrs, and 3 a.m. in 31 hours, fare 4f. 90c.

Zurich (70), 12, 7, and 104 a.m., and 11 p.m., in 81 and 72 hours, (from Biel per Railway).

## Neumarkt to

Nürnberg (22), 6.25 a.m. & 10.10 p.m., in 41 hours, fare 2 fl. 32 kr. Regensburg (401,) 41 a.m. & 8.50 p.m., in 8 & 74 hours, fare 4 fl. 40 kr.

## Neustadt-on-the-Oderto

Apolds (27%), 8% a.m., and 10% p.m., in 6 hours, fare 34 sgr. Cahla (91), 81 a.m. and 101 p.m. in 21 hours, fare 12 sgr. Gera (201), 2.55 a.m. and 7.20 p.m. in 44 hours, fare 27 sgr. Jens (184), 84 a.m., and 104 p.m., in 41 hours, fare 24 sgr. Saalfeld (181), 6.10 a.m. and 7.5 p.m., in 34 hours, fare 254 sgr. Schleiz(122), 11.55 night, in 25 hrs. fare 161 sgr.

#### Neuwied to

Coblentz, 8‡ a.m. in 2‡ hours. Dierdorf (13½), 7 p.m., in 2‡ hrs., fare 18 sgr.

Linz (13%), 6% p.m., in 2% hours, ret. 6 a.m., fare 18 sgr.

#### Nice to

Genoa, 11 a.m., in 26 hrs., fare, 40tr. Turin, 11 p.m. in 22 hours.

## Nordhausen to

Blankenburg (26½), 8 a.m., in 6 hours, fare 35 sgr.
Eisleben (35½), 5 a.m. and 7 p.m., in 6½ hours, fare 46½ sgr.
Erfut (49½), 6½ a.m. and 4 p.m. in 8½ hours, fare 70 sgr.
Halberstatt (4½), 2½ a.m. per Quedlinburg, in 1½ hours; 9 p.m. per Wernigerode, in 10½ hours; 8 a.m. per Blankenburg, in 7½ hours, fare 52½-gr.
Halle (56½), 5 a.m. and 7 p.m., in 11 hours, fare 75½ sgr.
Harzburg (38), 12 night, in 8½ hours, fare 63½ sgr.

Hasselfelde (17) 8 a.m., in 3½ hrs., fare 22½sgr. Heiligenstadt (32½), 12 noon and 8½ p.m., in 6 hours, tare 43½sgr.

83 p.m., in 6 hours, tare 433 sgr.
Muhlhausen (414), 12 noon 83
p.m. in 84 hrs; and 63 s.m., per
Sondershausen, in 8 hours, fare
554 sgr.
Nordheim (447), 104 p.m., in 83

Nordheim (441), 101 p.m., in 82 hours, fare 531 sgr.
Osterode (342), 101 p.m., in 7 hrs., fare 42 sgr.

Quedlinburg (35‡), 2½ a.m. in Summer, per Alexibad, in 8½ hrs, fare 54½ sgr.

Sondershausen (123), 64 a.m. and 4 p.m., in 21 hrs., fare 194 agr. Wernigerode (30), 9 p.m., in 74 hours, fare 39 agr.

Witzenhausen (474), 8% p.m., in 12 hours, fare 61% sgr.

## * Nordlingen to

Aalen (22), 6.0 p.m., in 4 hours, fare 1ft. 25kr.
Dinkelsbühl (184), 84 a.m., in 34 hours, fare 128 kr.
Eliwangen (23) 64 p.m. in 44 hrs., fare 1ft.
Heidenheim (244), 11.15 a.m., in 44 hours, fare 127 kr.
Better (704), 11.15 a.m. per Süssen, in 10 hrs, and 6.0 p.m., per Alsen, in 12 hours, fare 5 ft. 23kr.
and 4 ft. 52 kr.

## * Nordlingen to

Sussen (44%), 11.15 a.m., in 7% hrs., fare 217 kr.

## * Nurembers to

Amberg (39½),11½ a.m., in 6 hrs., fare 4fl. 32kr. Ansbach (26½)7, a.m. and 5½ p.m., in 5½ hours

Coburg (per Railway.) Crailsheim (564), 3.20 p.m., in 72

hours, fare 376 kr. Eger (1054) 11.10 a.m., per M. Schorgast, in 14 hours, fare 2fl. 32kra.

Eichstadt, 7\(\frac{2}{3}\) a.m. and 3 20 p.m., per Pleinfeld, in 7\(\frac{1}{2}\) and 6\(\frac{2}{3}\) hours, the 12 night, in 4\(\frac{1}{3}\) hours, fare 2\(\frac{1}{3}\). 32kr. Regensburg (62\(\frac{1}{2}\)), 4 p.m. and 12 night, in 12\(\frac{1}{3}\) and 12\(\frac{1}{3}\) hours, fare 7\(\frac{1}{3}\). 12kr.

Stattgart (107½), 3.20 p.m., per Aalen, in 15 hours; 7½ a.m. per Süssen, in 14 hrs., fare 7fl. 34kr. Waldmunchen (77½), 11½ a.m., in 16 hours, fare 9fl. 28kr.

Weissenburg, 7½ a.m. and 3.20 p.m., per Pleinfeld, in 3½ hours, fare 3ft. 2kr.

#### Nymwegen to

Arnheim, 7½ a.m., 12½ and 8½ p.m., in 2 hours, fare if 40c Cleves (13½), 6 p.m., in 2½ hours, fare if. 6 c.

#### * Oberhausen to

Mülheim (4½), 7½ and 10.35 a.m., 2.15, 6.15, and 8.40 p.m., in 40 minutes, fare 6 sgr.

#### * Offenbach to

Frankfurt (2½), 8 a.m., and 1 and 9½ p.m., in 45 minutes, fare 12kr. Seligenstadt (9½), 6 p.m., in 1½ hour, ret. at 5½ a.m., fare 32kr.

#### * Offenburg to

Constance (102), 9½ a.m., in 20 hours, fare 7ff. 19 kr
Donaueschingen (6½), 9½ a.m., & 4½ p.m., in 11½ hrs., fare 330 kr.
Hownberg (28%), 9½ a.m., and 44

4 p.m., in 11 hrs., fare 330 kr. Hounberg (28\$), 9\$ a.m., and 4\$ p.m., in 4\$ hours, fare 1fl. 34kr. Schafflausen (65\$), 4\$ p.m., in 17\$ hours, fare 5fl. 25kr. Stockach (92), 9\$ a.m., in 17 hours, fare 7fl. kkr.

Wolfach (23), 112 a.m., in 45 hrs., fare 1fi. 48kr. and 1f. 20kr.

## Oldenburg to

Brake (194), 6 a.m., in 3 hours Bremen (274), 5 a.m. and 1 and 114 p.m., in 4 hours Jever (38), 14 p.m., and 124 night,

in 64 hours Lingen (68), 71 am . in 12 hour

Lingen (68), 71 a.m., in 12 hours Minden (321), 71 a.m., in 161 hours

Neuenburg (30), 11 p m., in 64 hours.

Nienburg (58‡), 11½ p.m., in 10 hrs. Osnabruck (67½,) 7½ a.m., in 12½ hours

Quakenbrück (401), 71 a.m., in 81 hours

Varel (191), 121 night & 11 p.m., in 3 hours

#### Olmutz to

Freudenthal 51 a.m., in 75 hours, returning 12 20 pm.

Prossnitz (114), 54 a.m and 3 p.m., in 2 hours, fare 45 kr.

## Olpe to

Arnsberg (43%), 9% a.m. and 7% p.m., in 8% and 9% hours, fare 57 % 75% sgr.

Cologne (49½), 9.20 a.m. and 10.5 p.m., in 11 hours, fare 2th. 26sgr.

Elberfeld (47‡) 9.20 a.m., in 12‡ hours, fare 2th. 15‡sgr.

Grevenbrück (13½), 9½ a.m. and 7½ p.m., in 2½ and 2½ hrs., fare 18 and 29sgr.

Gummersbach (15‡), 9.20 a.m., & 10.5 p.m., in 4½ hrs., fare 21 sgs. Hagen (38), 9.20 a.m., & 10½ p.m.,

in 8‡ hours, fare 2th. 3sgr. Kirchen (22) 9 a.m., in 4½

hrs, fare 28\(\frac{1}{2}\) sgr.

Lenney (39\(\frac{1}{2}\)), 9.20 a.m., in 10\(\frac{1}{2}\)
hours, fare 51 sgr.

Lüdenscheid (30), 9 20 a.m., in 63 hours, fare 1th. 13sgr.

Siegen (18), 4.30 a.m., and 6.30 p.m., in 32 hours, fare 32sgr.

## * Oppelm to

Creutzbarg (31%), 10% a.m., in 6% hours, fare 42 sgr.

## * Oppenheim to

Alzey (194), at 5 p.m., in 84 hours, fare 1d. 4 kr.

## * Paderborn to

Blomberg (24), 15 p.m. in 42 hrs., fare 313 sgr Detmold, (203), 15 p.m. in 4 hrs.,

fare 314sgr. Driburg (121), per Buke

Horn (144), 14 p.m., in 24 hours, fare 193sgr.

Höxter (331), per Buke. Lichtenan (101), 71 p.m. in 2

hours, ret. at 6% a.m., f 13% sgr. Pyrmont (37), 1% p.m. in 7 hours, fare 48sgr.

Rheda (26), 91 a.m. in 5 hours, fare 31 jegr. Steinheim (22), 17 p.m. per Horn, in 41 hrs. returning at 10 a.m.

in 4; hrs, returning at 10 a.m. fare 28 agr.

#### * Padua to

Belluno (74), 7 p.m., Monday and Friday, in 16 hours

Forrara (554), 84 a m, and 94 p.m. in 94 and 104 hours, fare 15 lire 60c.

Trient (862), 7 p.m. Monday and Friday, and Briefpost daily in 16 hours, fare 29lire 60c.

#### Passau to

Landshut (82), 12 noon, per Vilsblburg, in 161 hours, fare 9fl. 8kr.

Linz (60), at 6 a m , in 131 hrs., fare 8f 10kr. Regen (27), 5 a.m. in 9 hours,

returning 11 a.m. Regensburg (74), 5 a.m. and 8, p.m., in 13 & 14 hrs, fare 520 kr.

p.w., in 13 & 14 hrs, fare 520 kr. Scharding (114), 6.0 a.m., in 24 hours, fare 84 kr.

Straubing (461), 5.0 a.m. and 8 p.m., in 8 hours, fare 5ft. 36kr.

#### * Peath to

Funktre: vi (126), 7 p.m. Mondays, in 293 hours, returning 83 p.m. on Fridays, fire 14f. 24kr. Kaschau (1543), 7 p.m. in 30 hrs, ret. 7 p.m. Also on Wednesdays, at 9.35 p.m. returning on Saturday 9 p.m., fare 176. 52kr.

## Pilsen to

Budweis (92), Sunday, Wednesday, and Friday, at 7 a.m., in 284 hours.

Eger (63½). at 5 p.m; also, at 5½ a.m., in summer, in 12½ and 13 hours.

Mariented (474), et 5 p.m., also at 54 a.m., in summer; in winter, Briefpos: at 6 a.m., in 8 hours.

#### Pilsen to

Prague (56), at 6 p.m., in 102 hours.

## * Plauen to

Adorf (131), 121 noon, 51 and 82 p.m., in returning 4, and 8 a.m., and 12 p.m., in 22 hours.

Auerbach (151), 10 p.m. in 31

Ancidach (104), 10 p.m. in 34 hours, returning 1.20 p.m. Eibenstock (28), 10 p.m., in 7 hrs., fare 30ngr.

Elster, (17), 51 p.m. in 31 hours,

tare 19ngr.

Franzenshad (32½), 8½ a.m. and 12½ p m. in summer only.

M. Neukirchen (18), 12½ and 8½ noon. returning 3 a.m. and 12½

M. Neukirchen (18), 124 and \$2 noon, returning 3 a.m. and 122 noon, in 4 hours, fare 20 ngr Schleiz (193), 11.25 a.m., in 33 hours, fare 20 ngr Schönberg (253), 124 noon, ret.

Schönberg (251), 121 noon, ret. 5 a.m., in 6 hrs, fare 28ngr.

#### * Pleinfeld to

Eichstadt (194), 104 a.m., and 54 p.m., in 44 hours, fare 13. 68r. Pappenheim (194), 54 p.m. in 3 hrs., returning 5 a.m. & 12 noon, Weissenburg (54) 104 a.m. and 54 p.m., in 14 and 1 hour, fare 30 kr.

## * Posen to

Frankfort-on-the-Oder (115½), 7½ p.m., in 21 and 23 hours. Gneson (32½), 8 a.m., 1½ and 11 p.m., in 5½ hours, fare 42sgr. Krotoschin (63), 8 a.m. and 8 p.m., in 1½ hours, fare 84sgr. Pleschen (57½), 10½ a.m. & 9 p.m. in 12 hrs. returning at 7 a.m. and 10½ p.m.; fare 75sgr. Warsaw (186), 12½ night, in 32 hrs. fare 253kr. Wreschen (28), 8 a.m. and 12½ night, in 4½ hours

# * Potsdam to

Treuenbrietz (23), 53 or 6 p.m. in 33 hours, returning 3.20 a.m., £ 25 syr.

#### * Prague to

Asch (121), 3 p.m. in 26 hours, fare 14fl, 16kr.

Budweis (89%),5½ p.m. in 15½ hrs., fare 10ff. 24kr. Carlsbad (78%), 3 p.m., in Sum-

mer, also 5 a.m. and 93 p.m. in 163 hours, fare 9ft. 20kr. Eger (1071), 3 p.m. in summer,

also 95 p.m., in 22 hours; in summer, also 6 p.m. per Pilsen, in 24 hours, fare 14fi. 24kr.

Hof (139), 3 p.m., in 294 hours, fare 16ff. 8kr.

## * Prague to

Iglan (82), 5½ p.m., in 16 hours, fare 9fl. 28kr.

Jungbunzlau (33½), 4 a.m., & 4
pm., in 6 hours fare 3fl. 52kr.

Linz (1511), 54 p.m. Sundays, Mondays, Wednesday, and Fridays, per Tabor, and Briefpoet daily, in 33\frac{2}{3} hrs., fare 17fl. 28kr. Pilsen (55\frac{2}{3}), 7, in summer 6 p.m., in 10\frac{2}{3} hours, fare 6fl. 48kr. Regensburg (148), 6 p.m., in 36

hours fare 15fl. 34kr. Reichenberg (67‡), 4 p.m., in 13‡ hours, fare 7fl. 36kr.

Waldmunchen (1011), 6 p.m., in 221 hours, fare 12fl. 34kr.

## Prenziau to

Boitzenburg (121), 3 p.m., Sundays, Mondays, Wednesdays, and Fridays in 21 hours, fare 161sgr.

Britstow (131), 31 p.m. Monday, Wednesday, and Saturday, in 4 hours, fare 18sgr.

N. Brandenburg (32½), 1½ p.m. in 6 hours, fare 45½sgr.
Passow (15½), 4½ a.m. in 2½ hours, 11½ a.m. & 4½ p.m., in 2½ hours, fare 28sgr.

Straisund (865), 124 night, in 125 hours, and 63 p m , in 145 hours, fare 150 and 131 sgr.

Strasburg (14), 3 p.m. Tuesdays, Thursdays, and Saturdays; ret. at 6 a.m., in 3f house, fare 19lagr.

## Pyrmont to

Arolsen (53½). 10 a.m. per Bonenburg, in 11½ hrs., fare 73½sgr, Blomberg (12½), 7½ a.m., in 2½ hoars. fare 19½sgr. Bonenburg (40½), 10 a.m. in 8

hours, fare 54sgr.
Detmold (272), 7½ a.m. per Horn,
in 9½ hours, and 8½ a.m. per
Lemgo, lis 8½ hours, fare 40½ sgr.
Hameln (18½), 4 a.m., in summer also 4 p.m. in 2½ hrs., fare
293sgr.

Hanover (411), 4 a.m. in summer, also 4 p.m., in 71 and 81 hours, fare 50 ser.

Herford (322), 82 s.m., in 62 hours, fare 49sgr.

Höxter (184), 84 p.m., in 44 hours, fare 254sgr.

Lemgo (194), 84 s.m., in 4 hours, fare 194 sgr.
Paderborn (38), 74 s.m., in 74 hours, fare 48 sgr.

## · Ravensburg to

Isny (261), 2.50 p.m. in 61 hours. returning 44 a.m., fare 115 kr. Wangen (141), 2.50 p.m., in 31 hours, ret. 7 a.m., fare 1st. 5kr. Wolfegg (111), 9 a.m., in 21 hours, ret. 51 a.m., fare 50 kr.

# Regensburg (Ratisbon) to Amberg (391), 3 p.m., per

Schwandorf, in 91 hrs., fare 4 fl.

32 kr.

Augsburg (82), at 3 a.m., per Neustadt, in 17 h., f. 9 fl. 36 kr Bayreuth (82), 3 p.m. per Schwandorf, in 19 hrs, fare 9 ft. 12 kr. Deggendorf (491), 5 a.m., per Straubing, in 12% h., f 5 fl. 44 kr. Eger (89%), 3 p.m., in 19 hours, fare 10 fl. 32 kr. Frankfort-on-the-Maine 2 and 10 p.m. per Bamberg, in 221 hours Incolstadt (447), 3 s.m., in 112 hours, fare 5 fl. 13 kr. Landshut (391), 5 and 81 a.m., and 9.0 p.m., in 72 hrs., fare 4 fl. 44 kr. Linz (1361). 4 p.m., in 27 hours, fare 15 fl. 6 kr. Munich (82), 81 a.m., and 9.0 p m., per Landshut, in 112 hrs., fare 9 fl. 32 kr. Neumarkt (401), 2 and 10 p.m. in 8 hours, fare 4 fl. 40 kr. Nurnberg (621), 2 and 10 p.m. 121 hours, fare 7 fl. 12 kr. Passau (75), 5 a.m., and 4 p.m., in 12 hours, fare 8 fl. 40 kr. Pilson (92), 41 p.m., in 23 hours, fare 10 fl. 13 kr. Prague (1524), 44 p.m., in 344 hrs. fare 16 fl. 29 kr.

#### Reutlingen to

114 hours, fare 5 fl. 4 kr.

Cilw, 8 a.m., in 7} hours. Eningen, 8 a.m. and 104 p.m., in 40 minutes, returning 54 a.m. and 6 20 p.m. Riedlingen (334), 104 p.m., in 7 hours, fare 2 ff 25 kr. Tubingen (91), 8 a.m. & 61 p.m. in 14 hour, fare 30kr.

Straubing (254), 5 a.m., & 4 p.m.,

in 4 and 4.50 hrs., fare 3 fl. 4 kr.

Vienna (250%), 4 p.m., in 37 hrs.

Waldmunchen (43‡), 4‡ p.m.. in

#### Riesa to

Lommatzsch (9), 5 p.m., in 2 hrs., returning 5 a.m., fare 10 ngr.

## Rochlitz to

Altenburg (194), 6 a.m., in 4 hrs. fare 21 ngr. Borna (18), 14 a.m., in 37 hours, fare 20 ngr. Colditz (61), 7.45 p.m., in 11 hour, returning at 5 a.m., fare 8 ngr. Erlau (74), 62 a.m. and 31 p.m. in 11 hour, fare 8 ngr. Leipsic (31), 5 a.m., in 6 hours, fare 28 ngr. Waldheim (131), 54 a.m., in 21 hours, fare 14 ngr., and daily by Mallepost.

#### Romanshorn to

Constance (191), 81 a.m., and 5.38 p.m., in 2 hrs., fare 2fr. 15c. St. Gallen (184), 5.45 p.m. in 21 hours, fare 2fr. 5c. Schaffhausen (674), 2.0 p.m., per

Frauenfeld, in 6 hours, and per Railway.

## Rome to

Florence, 5 a.m. Mondays, Wednesdays, and Fridays, in 32 hrs., and 6 p.m. in 40 hours

#### * Rostock to

Demmin (401), 121 noon, in 84 Doberan (94), 10.55 a.m. & 54 p.m., in 11 hours Stralsund (412), 12 noon and 6 p.m., in 8 and 8# hours Wismar (331), 10.55 a.m., in 52

## Rudolstadt to

hours

hours, fare 100 kr. Dieten torf (391), 121 night, in 75 hours, fare 121 kr. Gera (391), 11 and 71 p.m., in 94 and 11 hours, fare 3fl. 30kr. Neustadt-on-the-Oder (194), 14 & 74 p.m., in 54 and 6 hours, fare 1fl. 2kr.

Arnstadt (344), 124 night, in 45

Weimar, 4 and 74 a.m., in 42 hours, fare 88 kr., and 54 p.m., per Kranichfeld in 54 hours.

## Saarbruck to

Trier (561), 41 p.m. per Wadern, in 121 hours, fare 2th. 141sgr. Wadern (27%), 4% p.m., in 5% hrs., fare S7 lagr.

## Saargemund to

Forbach (111), 21 and 81 a.m., & 2 p.m., in 2 hours, fare 21 fr. and 15 fr. Strasburg (65), 4 a.m. and 2 p.m. in 10 hours, fare 11 and 13 fr.

#### Saarlouis to

Birkenfeld (34%), 22 p.m., in 62 hours, fare 461 sgr. Creuznach (774), 24 p.m., in 164 hours, fare, 134 sgr. Trier (401), per Merzig

## * Salins to.

Pontarlier, 6 a.m., and 10 p.m., in 44 hours. Neucliatel, 6 a.m., and 10 p.m., in 10 hours.

### Salzburg to

Bruck (1433), 10 p.m., in 32 hrs. fare 17fl. 36kr. Hallein (91), 2 p.m., on Mon. & Fri. in 14 hour, fare iff. 19kr Innsbruck (1042), 6.35 a.m., in 21 hours, and 102 a.m., on Mon-

day, Thursday, and Saturday, in 211 hours, fare 12fl. ischl (334), 10 p.m., in summer also, 8 a.m. in 7 hrs , f. 4fl. 6kr. Landshut (42), 111 a.m., in 191

hours, fare 7fl. 54kr. Linz (831), 81 a.m. & 10 p.m.; also, 104 a.m., in 102 and 123 hours, fare 9fl 36kr.

Munich (87%), 6 a.m , 6 p m., & 12 night, in 14 hours, fare 8fl, 17 kr. Reichenhall (101), 6.35 a m., in 12 hour, fare Ifl. 12kr.; also, on Monday, Thursday, and Saturday, at 10 a.m., in 2 hours, Villach (1371), Mon. and Fri. 2

p.m.; and Briefpost daily, in 31 hours, fare 16fl. 66kr.

## * St. Gallen to

Amriswell, 3} p.m. in 2hrs., f. 2fr. Chur, per Railway.

Constance, 61 a.m. per Romanshorn, & 31 p.m. per Amrisweil, in 4# hours

Herisau, 4.50, 6, 91, a.m., and 1.20, 5, and 7 p.m.; returning 5.3 and 8,5 a.m. and 127, 41, 61 and 8.55 p.m.

Milan, 5 and 9 a.m., per Chur, in 29 hrs., fare 38fr 65c. Romanshorn, 64 a.m., in 2 hours. Uznach, 4.50 a.m., in 71 hours, fare 5fr. 5bc.

## St. Gervais in Savoy, (Baths) to

Chamouny, three diligences daily.

Sallenches (2 leagues), 3 departures daily between 10 and 12 for Geneva.

# *St. Jean de Maurienne

Susa, at 8i a m. and 3i p.m., in

#### St. Wendel to

Birkenfeld (14½), 11.5 a.m. & 7 p.m. in 3 hours, fare 22½ sgr.. Creuznach (55½), 11.5 a.m. & 7 p.m. in 11½ hours, fare 87½ sgr.. Grunbach (2½), 8 p.m. in 8½ hours, fare 37½ sgr.. Neankirchen (10½) 4 a.m. and 5

p.m., in 24 hours, fare 15\frac{2}{3} sgr. Trier (42\frac{1}{3}), 8\frac{2}{3} p.m., in 8 hours, fare 64\frac{2}{3} sgr.

#### Schaffhausen to

Basel (57), 11 & 101 a.m., in 71 and 91 hours.

Constance (32), at 8.0 p.m., per Stockborn, and 2.5 a.m. per Sin-

gen, in 5 and 6 hours
Donatesching, 4 p.m., in 5 hrs.
Freiburg (52), 9 s.m. per
Lenzkirch, in 104 hours, and 4
p.m., per Donatesching, in 13

hours. Lucerne (63), 6.5 p.m., in 112 hrs.,

per Winterthur. Milan, 6.5 p.m., in 401 hours, per

Milan, 6.5 p.m., in 401 hours, per Winterthur Offenburg (851) 4 p.m. per Do-

naueschine, in 16½ hours Rapperswei! (85½), 3.53 m., per Wyl, in 14 hours, fare 10fr. 70c. Stockach (26) 2.5 a.m., in 5½ hrs. Waldshut, 1½ & 10½ a.m., in 4½ and 5 hours.

Wyl, 3.35 a.m., per Frauenfeld, in 54 hours Zurich (70) 44 a.m., per Eglisau.

## Schleswig to

Eckernforde (131), 3 a.m. in 3 hours, returning 51 p.m. Itendsburg, 21 a m., in 31 hours, fare 1fl. 84sch

## Schwalbach to

Cohlentz (38), 10‡ a.m. and 8½ p.m. in 6½ hrs., £ 2fi. 42kr.
Ems (26½),10‡ a.m. and 8½ p.m. in 4½ hours, fare 16. 41kr.
Wiesbaden (10½), 5 a.m. and 2.30 p.m. in 2 hours, fare 44 kr.

* Schwerin to Crivitz (114), 104 s.m.& 6.40 p.m., in 12 hours

## * Schwerin to

Gudebusch, (134), 104 a.m. and 444 p.m. in 24 hours
Goldberg (30), 104 a.m. in 7 hours, returning at 10 a.m.

Lubeck (30½), 10½ a.m., in 6½ hrs. Parchim (25½), 10½ a.m., Mondays, Wednesdays, and Fridays, in 5½ hours, returning 11½ a.m. Tuesdays, Thursdays, and Saturdays Ratzeburg (27½), 4½ p.m., in 4½ hours, fare 42ggr.

Rehna (20%), 10% a.m. and 4% p.m. in 8% hours, fare 45sgr.

## * Sienna to

Rome, daily except Sanday, 11 p.m., in 28 hours, fare 86 lire

## Sitten (Sion) to

Brieg (49), 12.50 & 8.35 p.m., in 6 hours, fare 5fr. 40c. Martigny, 2.15 and 9.15 a.m. in 3 hours, fare 2fr. 95c.

## Solothurn to

Aarberg, 7.5 a.m., in 31 hours, fare 4fr. 15c. Balsthal, 3.30 a.m., & 8.40 p.m.,

in 2 hours, returning at 4 a.m. and 8.45 p.m.
Murten (23), 7.5 a.m., in 51 hours, returning at 11 p.m., fare 6 fr.

#### Spremberg to

75 c.

Bautzen (331), 111 p.m., in 51 hrs., fare 431sgr.

Cotthus (134), 2.30 and 94 a.m., & 64 p.m. in 24 hours, fare 18 sgr. Dreaden (494), 45 p.m., in 10 hrs. Görlitz (474), 12 night, in 94 hrs. Sorau (38), 5 p.m., in 64 hours

## * Stettin to

Anclam (541), 52 a.m. & 42 p.m., in 9 hra., and 92 p.m. in 82 hours, fare 94sgr.

Colberg, 6 p.m., & 12 night, per Railway.

Railway. Greifswalde (76‡), 5‡ a.m., & 4‡ p.m., in 13 hrs, and 9‡ p.m. in 11‡ hours, fare 132 sgr

Pasewalk (25‡), 5‡ a.m. and 4‡ p.m., in 4‡ hrs, and 9‡ p.m. in 4 hours

Pyritz (27‡), 10.48 a.m. & 11‡

night, in 5 hours
Stralsund (97), 5\$ s.m., and 4\$
p.m. in 16 hrs, and 9\$ p.m. in
14 hours, fare 168 sgr

Swinemunde (63%), 6 p.m., per Altdam, in 13% hrs., fare 89% gr.

## Straigund to

Anclam (421), 61 a.m., and 82 p.m. in 7 hours, also 41 p.m. in 52 hrs. Demmin (342), 21 and 102 p.m., in 61 hours, fare 45 sgr.

Greifswalde (20%), 6% a.m., and 8% p.m. in 3% hours, and 4% p.m. in 2% hours fare 36 sgr.

Pasewalk (712,) 62 s.m., and 82 p.m., in 12 hours, and 41 p.m. in 10 hours. fare 93 sgr.
Passow (103), (Berlin) 82 p.m., in 174 hours, 101 s.m., in 20 hours,

and 4½ p.m. in 14½ hours. Prenzlau (86½), 8½ p.m. in 14½ hrs., and 4½ p.m., in 12 hrs. Rostock (44½), 7½ a.m. and 9 p.m.

in 7½ and 7½ hours Stettin (97), 6½ a.m., & 8½ p.m., in 15½ hours, and 4½ p.m. in 14 hours, fare 168 sgr.

Triebsees (23), 21 p.m., return 8 a.m., in 31 hrs., fare 60 sgr.

## * Strasburg to

Kehl, omnibuses meet every train, 11 a.m., in 12 hour.

## Straubing to

Altotting (52), 94 a.m., in 114 hours, fare 5 ft. 52 kr.
Landshut (334), 10 a.m., in 64 hours; 54 a.m. in 65 hrs, f. 4 ft.
Passau (484), 10 a.m. and 82 p.m., in 65 and 75 hours
Regensburg (254), 4.45 a.m., in 44 hours, and 22 p.m. in 44 hours, fare 3 ft. 4 kr.

## * Stuttgardt to

Aslen (48½), 8.40 p.m., in 8½ hours Augsburg (111), 5½ and 11,10 a.m., in 7½ and 8½ hours; 3.35 p.m. in 4½ hours

Calw (272), 9.15 a.m. in 5 hours, also, 6.0 p.m., in 52 hours, fare 1fl. 44 kr.

Ellwangen (584), at 8.40 p.m., per Aalen, in 114 h., fare 4 fl. 15 kr. Freudenstadt (474), 9.15 a.m., and 8.40 p.m., in 10 hours, fare 3 fl. 20 kr.

Gmund (331), 8.40 p.m., in 61 hra. fare 2 fl. 25kr. Hall (52), 9.5 a.m. per Backnape.

and 8.40 p.m., per Schornd, in 103 hours, fare 3 ft. 19 kr Hechingen (37). 8.29 a.m. & 8.40 p.m., in 73 and 7 hours Heldelberg per Railway.

Lindan (1915), per Friedrich

## * Stuttgardt to

Mergentheim (74), 6.50 a.m. and 5.55 p.m., per Heilbronn, in 151 and 12s hours

Nordlingen (75), 8.40 pm. per Aslen, in 131 hours, and 11.10 a.m., per Sussen, in 11 hours. Nuremburg (111), 8.40 p.m., per Aslen, in 22 hours, and 11.10 a.m., per Sussen, in 15# hours.

Rottweil (581), 8.20 a.m. and 8.40 p.m., in 12 and 114 hours

Schramberg 8.40 p.m., in 131 hrs. Sigmaringen (631), 8.20 a.m., per Balingen, in 16 hours, and 8.40 p.m., in 131 hours, fare 310 kr. Stockach (862), 8.20 a.m., in 194 hours, fare 375 kr.

Tubingen (22), 8.20 a.m., 4 and 8.40 p.m., in 42 hours, fare 95kr. Tuttlingen (714), 8.20 a.m., and 8.40 p.m., in 142 hours, fare 310 kr.

Wildbad (414), 9.15 a.m. in 94 hrs., 6.0 p.m. per Leonberg, in Summer, in 9 or 10 hours

Wurzburg (1012), 5 55 p.m., per feilbronn, in 172 hours

## * Susa to

St. Jean de Maurienne, at 12} night, in 10% hours.

* Sussen to . Holdenheim (20‡), 7.40 a.m., 1.25 & 4.50 p.m. in 31 hrs., fare 90kr.

#### Teplitz to

Bilin (41), 7.30 a.m., and 5.20 p.m., in 1 hour, returning 5.25 a.m., and 12.25 p.m., fare 45 kr. Carlsbad (66),61 a.m. per Kaaden, in 121 hours; and 8 a.m., per Kanden.

Franzenbad (97),5,50 p.m. in summer, in 18# hours, fare 10fl. 45kr. Marienbad (92),5.50 p.m., in summer, in 184 hours, fare 10ff, 40kr.

#### Tilsit to

Gumbinnen (422), 9 p.m. in 8 hours, fare 63 agr.

Konigsberg (714), 94 a.m. and 54 p.m. in 12# hours, fare 983 and 124 sgr;; 10 p.m., in 15 hours;

and 111 p.m., in 101 hours. Memel (60), 9 a.m. and 8 p.m. in 114 hours, and 25 a.m. in 75 hrs., fare 78 sgr.

Tauroggen (204), 34 a.m., (in summer. Sundays excepted), in 21 hours: 2 p.m. Tuesday and Saturday, Sunday 9 a.m., Wed-nesday 12 noon.

#### Trient to

Bassano (551), 51 p.m., Mon. and Fri., in 102 hours, fare 5fl. 44kr.

Belluno (66), 5 p.m. Monday and Friday, in 172 hours

Padua (854), 54 p.m. Monday and Friday, & Briefpost daily in 15 hours, fare 9fl. 36kr.

Roveredo, per Railway

Verona, per Railway

## Trier (Treves) to

Aix-la-Chapelle (92), 71 p.m., in 20 hours, fare 1414 sgr.

Bingerbruck (761), 11 p.m., in winter 4 a.m., in 151 hours

Birkenfeld (342), 21 p.m., in 7 hours, fare 45 sgr.

Coblentz (721), 51 a.m., in 141 hours, and 2 p.m. in 15 hours, fare 1064 sgr.

Cologne (109f), 6 a m., per Neuwied, in 161 hours, also 71 p.m. per Losheim, in 22 hours, fare 1551 sgr.

Creuznach (761), 5 a.m. per Thaifang, in 15 hours, 21 p.m. per Birkenfeld, in 16 hours, fare 1094 sgr.

Eupen (841), 71 p.m. per Montjole, in 214 hours, fare 1094 sgr.

Kirn (551), 5 a.m. per Thalfang, in 111 hours, & 21 p.m. per Birkenfeld, in 121 hours, fare 731 sgr.

Luxemburg (251), 5 a.m., in summer only, and 3 p.m. in 5 hours, 10 p.m., Briefpost, in 4# hours.

Merzig, 8 a.m., and 11 p.m., returning 104 a.m., and 7.20 p.m., in 6 hours, fare 432 sgr.

Montjole, 74 p.m. per Losheim in 154 hours

Neunkirchen (531), 61 p.m. in 111 hours, fare 69 sgr.

Saarbrück (564), 8 a.m., and 11 p.m. in 84 and 94 hours, and 64 p.m. per Wadern, in 104 hrs., fare 734 sgr.

Simmern, 11 p.m., in 11 hours, fare, 2th, 12sgr.

#### Trieste to

Udine (484), 54 a.m. and 52 p.m. in 7 hours.

Venice, 12 night (Steamer), in 6 hours, fare 84fl, and 64fl.

Vienna, rer Railway.

## Tubingen to

Claw (23), 11.20 a.m., in 42 hours, fare 100 kr.

Freudenstadt (38), 11.20 a.m., in in 81 hours.

Hechingen (134), 1.32 a.m. and 1.15 p.m., in 24 hours, fare 1ft.

Reutlingen (91.) 6.15 a.m. and 51 p.m. in 14 hour, fare 30kr.

Rottwell (37), 1.32 a.m. and 1.15 p.m., in 7 hours, fare 2fl. 40kr. Schramberg (52), 9‡ p.m., in 12‡ hours, fare 225 kr.

Sigmaringen (41 4), 1.32 a.m., in 94 Hours, also 1.15 p.m., per Balingen, in 11 hrs., fare 3fl. 35 kr. Stockach (65), 1.15 p.m, In 142 hours.

Stuttgart (22), 6 a.m., per Bob-lingen, in 4% hours, 12.40 and 11.50 p.m , in 44 and 44 hours, fare 1fl. 35kr.

Tuttlingen (494), 1.32 a.m. & 1.15 p.m., in 10 and 10 hours, fare 215 kr.

## • Turin to

Chambery, 10.15 p.m., per Susa, in 17 hours.

Lyons, 10.15 p.m. per Susa, in 27 hours, fares, 52f. 70c. and 45f. 30c.

Milan, 7.20 and 11.5 a.m. & 5.10 p.m. per Novara, in 91 hours

Nice, 5 p.m. in 22 hours

#### Tuttlingen to

Hechingen (354), 1.0 a.m., and 12.20 p.m., in 8 hours, fare 155 kr.

Rottwell (17), 1.0 a.m., and 12.20 p.m. in 3 hrs. Stockach (144) 1.0 a.m., in 24 hrs.,

fare 65 kr.

## Tattlingen to

Stuttgart (71%), 1.0 a.m., and 12.20 p.m., in 164 hours, fare

Tubingen (493), 1.0 a.m., and 12.20 p.m., in 91 hours, fare 215 kr.

#### Udine to

Cusarsa, 3, 8], and 111 a.m., in 4

hours, fare 1ft. 4c. Kligenfurt (104), Mondays, Tuesdays, Thursdays, Fridays, and Saturdays, 10 a.m., in 191 hours, fare 12fl.

Trieste (44), \$} a.m., and 9 p.m. in 91 hours, fare 4fl. ödkr.

Villach (794), Mondays, Tuesdays, Thursdays, Fridays, and Saturdays, 10 a.m., in 14# hours; Briefpost, daily, fare 9fl. 12kr.

#### * Ulm to

Blaubouern, 91 a.m., & 61 p.m., in 24 hours, teturning 6 a.m., and 31 pm.

Kempten (541), 10 a.m., in 11 hr. Memmingen (334), 10 a.m., in 64 hours

#### Uznach to

Brunnen, 81 a.m. in 61 hrs., fare 7fr. 30c. and 9fr. Einsiedeln, 81 a.m., in 4 hours, fare 4f. 30c.

Herisau, 1 p.m., in 52 hours, fare 4f. 55c. and 6f. 70c. Luzern, 81 a.m., in 101 hours,

fare 10f. 10c. St. Gallen, 1 pm., in 6f hours.

fare 5f. 53c. & 7f. Wattwyl, 7.40 a.m., 1.0 and 64 p.m., 21 hours, fare 1 fr. 95 c. and 2 ir. 40c.

Wyl, 7.40 a.m., and 1 p.m., in 42 hours, fare 4fr. 5c. Zurich, by Railway and Steamer.

## * Venice to

Trieste. 6 a.m. (steamer) in 6 hrs., fare 82 and 61 fl.

#### * Verona to

Legnago (321), 2 p.m. in 6 hours, returning at 5 a.m. Roveredo, per Railway. Trient, per Rallway.

## Vevav to

Berne, 61 & 11 a.m., in 111 hours and 4 p.m. per Moudon, in 154 hrs, fare 12f. 25c. and 15f. 10c. Freiburg, 61 and 112 a.m., in 71 hours.

Lausaune, 10.15 a.m., & 6.30 p.m. in 2 hours, fare If. 95c. & 2f. 55c. St. Maurice, 5.0 and 11.15 a.m. in 31 hours, fare 3f. 65c.

Saanen, 61 a.m. per Bulle, in 15 hours, returning 6 a.m., in 11 hours, fare 9f, 95c.

#### * Vienna to

Budweis (120), 8 p.m per Horn, Mondays, Wednesdays, and Fridays in 221 hours; 8 p.m. per Krems, in 231 hours, fare 12fl.

Innsbruck (302%), 7 a.m., per Linz, in 444 hours.

Ischl (199), 8,40 a.m. per Bruck, in 311 hours, fare 18fl. 35kr.

Krems (46), 8 p.m., in 71 hours.

Munich (252), at 7 a.m. and 81 p m., per Salzburg, in 37 hours., also per Leipsic, fare 328. 31kr.

Passau (1751), 81 p.m., in 22 hrs., fare 23tl. 36kr. and 20fl, 36kr.

Regonsburg (2427), 81 p.m., in 304 hours, fare 30fl, 50kr., and 27ff. 50kr.

Salzburg (2491), 8.30 a.m., in 18 hours 7 a.m., in 192 hours.

Warsaw, 81 p.m., in 264 hours, per Railway.

Znaim (531), 6.10 a.m., & 8 p.m., in 94 and 104 hours; also 8 p m. in 91 hours; fare 5ft. 12 kr.

#### Waldmunchen to

Amberg (431), 8 p.m. ner Rütz, in 81 hours, fare 296 kr.

Nuramberg (804), 8 p.m. per Rötz, in 164 hours, fare 568 kr. Pilsen (484), 6 a.m., in 104 hours. fare 54, 5kr.

Prague (1012), 6 a.m., in 22 hours, fare 11d. 17kr. Regensburg (434). 8 p.m., in 104 hours, fare 58, 4kr.

#### Wiesbaden to

Coblentz (484), 84 a.m. and 6 p.m. in 94 hours, per Rudesheim, fare 3fl. 26kr.

## * Wiesbaden to .

Dillenburg (624), 64 a.m., in 134 hours, fare 4fl. 23kr, and 4fl. 38kr.

Ems (37), 81 a.m. and 6 p.m., in 7 and 71 hours, fare 2ft, 25kr. Limburg (271) 61 a.m., 2 & 4 p.m., in 54 hours, fare 1fl. 45kr. Schwalbach (104), at 84 a.m. and 6 p.m., in 24 hours, fare 44, 62, and 70kr.

## Wildhad to

Calw (134), 8 a.m., in 27 hours; returning at 3 p.m., fare 54kr Freudenstadt (27#), 12# p.m., in summer Tuesdays, Thursdays, and Saturdays, in 54 hours, are

Muhlacker (254), 6.30 a.m., in 5 hours. Pforzheim (15%), 6.30 a.m., in 3% hours, fase 1fl. 10kr.

Stuttgart (414) 8 a.m., in 9 hrs. fare 2fl. 38kr.

## * Wismar to

Boltenhagen (15%), 10% a.m. Wed nesday & Saturday, in 34 hours returning at 9 a.m. in summer only, fare 35 schil.

Doberan (23), 9.15 a.m., in 4 hrs. Greve-muhlen (121), 10 a.m. and 5; p.m., in 12 hour, fare 27 sehil Lubeck (35#), 10# a.m., in 5# hours Rostock (341), 9,15 a.m., in 52 hra.

## *Wittemberg to

Torgan (282), 5 p.m., in 64 heurs, fare 374 agr.

## * Woldenberg to

Deutschkrone (331), 71 a.m., in 64 hours

#### *Worms to

Alzey (134), 6 a.m. per Pfeddersh. in 22 hours, fare 54 kr. Bensheim (114), 6 and 94 a.m. and 51 p.m. in 2 hours Kirolihelmbol (154), 44 p.m., in 4 hours, fare ig.

## * Wursburg to

Ansbach (474), 41 a.m., & 84 p.m., in 9 hours, fare 5fl. 28kr, and Arnstein, (151), 51 p.m. in 3 hrs., returning at 5 a.m., fare 33kr. Augsburg (1351), by Railway,

## ·Wursburg to

Bischofsheim (184), 550 p.m. in 31 hours, fare 112 kr.

Bruckenau (43%), 4.20 a.m., per Schweinfurt, also 9} a.m., per Gemunden, in 8 and 104 hours.

Eger (Prague), 4.20 a.m. per Schweinfurt, in 21 hours

Fulda (572), 4.20 a.m., per Schweinfurt, in 151 hours

Heidelberg (86#), 5.50 p.m., per Boxberg, and 5.35 p.m., per Miltenberg, in 164 hours, fare, 3fl. 51kr. and 3fl. 30kr.

Heilbronn (713), 1 p.m., in 152 hours, fare 6fl. 8kr.

Kissingen (334.) 4.20 and 10.10 a.m., and 51 p.m., per Schweintust, in 64 hours, fare 2fl. 59kr.

Kitzingen (121), 8 a.m., 1 and 5.20 p.m., in 21 and 2 hours, fare Ifl. 28kr.

Meiningen (66), 51 p.m., in 114 hours, per Schweinfuit

Mergentheim (251), 1 p.m., in 5 hours, fare 2ft. 36kr.

Miltenberg (38), 5.35 p.m., in 71 hrs., fare Ifl. 42kr.

Munich (1551), by Railway.

Neuses, 5½ p.m., returning at 4 a m., in 4½ hours.

Neustadt, 1 p.m., in 82 hours.

Stuttgart (97), 1 p.m. per Heilbronn, in 19 hours

Uftenheim (23), 41 a.m., & 81 pm. in 4# hours, returning 12# p.m., and 1 s.m., fare 2ft. 40kr. and iff.

## * Wursburg to

Werthelm (22), 5.35 p.m., in 41 hours, fare Iff. 3kr.

## Yverdun to

Bern, 104 a.m. per Murten, in 75 hours, fare 9fr. 10c. and 11fr. 40c.

Chaux de Fonds, 11 a.m., 12 noon, and 2.0 and 10 p.m.

Freiburg, 101 am. per Payerne, in 64 hours, fare 5f. 75c.

Moudon, 5 a.m., in 31 hours, returning at 47 p.m., fare 1f. 90c Neufchatel, 9 55 p.m., in 31 hrs; 7 & 11 a.m.; 2 and 54 p m., in 2 hours, per Steamer, fare 4f. 95c. and of, 10c.

Payerne, 104 a.m., in 3 hours, fare 3f. 5c. and 4f.

#### * Zittau to

Gorlitz (22), 5 a.m., in 41 hours, fare 24ngr.

Gr. Schönau (51), 12 noon, and 4 p.m., in 1 hour, returning 8 and 8; a.m.

Niedergrund (131), 12 noon in 21 hours, returning at 7 a.m., fare 15ngr.

Reichenberg (161), 5 a.m. and 31 p.m., in 34 hours, fare 18ngr.

#### Zug to

Arth (114) (Rigl), 5.40°p.m., in 14 hours; 9.30 a.m and 1 p.m., by Steamer, in 14 hours, in Summer only.

Bremgarten, 21 p.m. per Affoltern, in 31 hours, ret. 8.5 a.m.

Brunnen (30), 1 p.m., per Arth, In 41 hours, fare 4f. 20c.

Horgen (182) 12.10 noon, 4à p.m., & 12.10 night, in 21 hours, fare 2£ 70c., and 3f. 30c.

## Zug to

Luzern (24%), 2,15 and 5.40 pm. in 27 hours; 91 a m. and 1 p.m., per Steamer, in 21 hours, in Summer only.

Sins (114), 24 p.m. returning at 10.30 a.m., in 14 hour, fare if, 15c. Zürich (324), 12 10 night, per Horgen, in 4 hours; 94 a.m. per Albis, in 34 hours; 12.10 and 44 p.m. per Horgern, in

Summer only, 34 and 4 hours, fare 4f. 60c. and 5f. 60c.

## * Zurich to.

Arth, 21 a.m., per Albis, in 42 hrs 4.50 and 7.50 a.m. per Horgen. Constance (40), 2.25 p.m. in 61 hrs. per Frauenfeld; 54 a.m. per Mullheim, in 31 hours; 6.10 p.m. per Weinfield, in 5 hours.

Lucerne (33), 21 p.m., per Albis, and 10 p.m. per Horgen, in 74 and 6 hours, fare 8 fr. and 7f. 20c, and per steamboat 4f and 7f a.m.

ilan, 10 p.m., per Lucerne in 341 hours; 71 p.m., per Chur, in 30% hours; and 5% a.m., and 6.10 p m., per St. Gallen, in 37% and 40 hours.

Schaffhausen, 5 p.m., per Eglisau, in 41 hours, fare 4fr. 70c.

Zug (Rigi), 21 p.m., in 31 hours, per Albis; and 10 p.m., per Horgen, in 4 hours 42 and 72 a.m. by steamer.

## * Zwickau to

8 ngr

Carlsbad (531), in Summer only,

Dresden (69f), per Chemnitz and Riesa

Kirchberg (9), 7 p.m., returning at 6 a.m. in 2 hours, fare, 10ngr. Lichtenstein, 71 p.m., returning at 64 a.m., in 11 hours, fare

# FRANCE.

(WITH MAP IN SPECIAL EDITION)

France extends from the foot of the Eastern Pyrenecs in the lat. of 42-25, in almost a perpendicular line, to Dunkirk, in the department of the Nord, in the lat. of 51-2 N. The sprincies is equal to 124 millions of acres, 92 millions of which are in a state of cultivation, and 32 millions unproductive. The historical records of monarchical, imperial, and revolutionary France, are so well known to every reader, as to render nunecessary a lengthened notice of its history. France could boast of an unbroken dynasty up to the close of the eighteenth century, at which period the social grievances endured by the people, produced an internal convulsion, that ended in that sanguinary event called the "French Revolution." The productive fundative fundative fundative fundative fundative fundative fundative fundative fundative fundative fundative.

The silk manufactures of France were given birth to by the luxury of the court of Francis I. and now we find that the raw silk imported in 1951 amounted to 2,291,500 lbs. against 136,800 in 1792, showing an increase of seven-fold. These large importations, added to the supply from our own soil, furnishthe raw

material for by far the largest silk manufacture in the world.

in the reign of Louis XIV., and under the premiership of Colbert, new roads were made into the interior, and new markets were thrown open for foreign commerce. The workmen of Venice and Flanders filled the workshops of France; and during a period of 20 years, productive industry in that country bid fair to attain the highest pinnacle of success; but in 1685 all these brilliant prospects were destroyed by the death of Colbert and the revocation of the edict of Nants. The revolution of 1789 removed the gloom; and science coming to the aid of industry, with intelligence governing physical labour, soon gave it a strong and lasting impulse, which, since 1814, has been steady and sure, and to-day France as a manufacturing country stands second only to England in the amount of her productions and the value of her exports. The statistical summary of the trade of France for 1851, published by authority, makes the declared value of the imports and exports amount together to 2,614 millions of france, or £104,560,000, of which the exports are put down at £60,860,000, and the imports £43,760,000.

France has rapidly improved in her agricultural system of late years, and has become eminent for the cultivation of beet-root, which crop produces annually 45,484 tons of raw sugar. In her arts and manufactures she has also been signally and successfully progressive; and in no branch of these more so than in her cotton, the importation of which into France amounted in 1851 to 130,000,000 lbs. In 1792 it was 19,000,000 lbs., the increase being nearly seven-fold. The consumption is about one-fifth to one-sixti. of our own. The woollen and linen manufactures are carried on in that country with great success, indeed the woollen and worsted trades of France are of startling magnitude, the importation of sl.eep's wool amounted in 1851 to 101,201,000 lbs., whilst in 1792 it reached only 7,860,000 lbs., being an increase of over-twelve-fold. There estimates the value of woollen cloth made in France at £16,000,000. In 1851, her importation of coal and coke reached the prodigious quantity of 2,841,900 tons. In 1712, it amounted to only 80,000 tons. In ron she imported 33,700 tons. As regards commerce, France cultivates an extensive inland and foreign trade, from both of which she enjoys much advantage. She possesses only one privileged Hank, that of France; it is under the direction of a governor, nominated by the Emperor, at a salary of £4,000 per annum.

## DIFFERENT ROUTES TO PARIS.

1. Calais Route.—London to Paris Direct, via Dover and Calais, in 124 Hours, vis.:—Departure from London for Dover, 84 p.m.; arrival at Dover, 11 p.m.; departure from Dover, 114 p.m.; arrival at Calais, 1 a.m.; departure from Calais, 2 a.m.; arrival in Paris, 210 a.m. By this direct train the luggage is only examined on arrival in Paris. There is also a train at 8.30 a.m.; for particulars of time, &c., see advertisement. Travellers landing at Boulogne and Calais, or any other French sea port, intending to proxed to Italy, Switzerland, or Germany, without making any long stay at Paris, anould ask at once to have their passports vised for Marselles, Bale. or Strasburg, as the case may be, stating that they do not intend to stay in Paris. This will be done, and then the passport will not require to be vised in Paris, and the fee of about if france will be saved. They will receive a provisionary passport, which will cost 2 francs. The railroad station at Calais is close to the quay where the steampackets land their passengers, and every facility is given them for departure. The Passport-office is at the Station, and there is a good refreshment room also. The steam-boats can enter and leave Calais except for about 14 hour before and after low water. The French mail-boat leaves Dover at 4.30 p.m.; the English mail-boat at 11½ p.m.; and one of the steamers of the South Eastern Company svery day at 11 a.m., (see advertisement.) There are also three departures from Calais fer Dover, every day

- 2. Boulogue Route.—London to Paris, direct, in about 10f hours, by the South Eastern Railway and their Packets from Folkestone. See advertisement.
- 3. London to Paris, direct by London and Brighton Railway and Steamers from Newhaven to Dieppe, and from thence to Paris by Railway. For fares, times of sailings, &c., see advertisement.
- 4. London and Calais .- By Steam direct from London Bridge Whart, twice a week, by the General Steam Navigation Co.'s Packets. Voyage performed in about 8 hours—Fares 12s. and 8s. -See page 198.
- 5. London and Boulogne .-- By Steam direct from London Bridge Wharf, by the General Steam Navigation Co.'s Packets. Voyage performed in about 8 hours.-Fare 14s. and 10s. (See page 197.)
- 6. By South Western Railway (via Southampton and Havre) the route, though interesting, is somewhat longer, owing to the sea passage to Havre. (For hours of departure from Southampton and Havre, see Alphabetical Steamers, pages 207 & 192.)

By an arrangement entered into between the London and South Western, the Roven and Havre, and Havre and Paris Railways, in conjunction with the New South Western Steam Navigation Company's boats, passengers may pay their passage-money throughout to Paris at the Waterloo Station.—First class, 28s.; Second class Railway and 2nd Class Cabin, 20s.

7. London and Dunkirk.-By the General Screw Steam Shipping Co.'s Steamers direct from Irongate Wharf two or three times a week. Fares 10s. and 7s. See List of Sailings, page 19s.

Money .-- Accounts in France are kept by france and centimes; the modern gold coins are pieces of 10fr., 20fr., and 40fr. The decimal system being adopted in reckoning throughout France, all calculations are made on that principle. The chief coins are centime, a copper coin, equivalent to about a fifth part of an English halfpenny; 30u, of the value of 5 centimes, equal to 1 halfpenny English; silver coins, 20 centimes, a quarter of a franc or 25 centimes, a half franc, a franc, equal to 94d. English, 2 francs, 5 francs; gold coin, a Napoleon, equivalent to 20 francs, or 15s. 11d. of our English money. An English sovereign realizes 25 francs, varying according to the rate of exchange. Travellers to Bordeaux, Bayonne, Pau, the Pyrences, &c. &c., should change their English money for Napoleons at Calais, Dieppe, Havre, or Boulogne, otherwise they will have to submit to a discount of from 25 to 50 c. in the £1, at the railways hotels, &c.

Passports. See pages xxxiii to xxxviii.

Explanation .-- Five furlongs, or 1094 yards English, are equal to 1 kilometre; 4 kilometres are equal to 1 French league, or 23 miles.

Visitors or Travellers in France desirous of more ample and detailed information of all the chie places of interest and resort, the Seedery, Cities, Cathedrals, Public Endidings, Customs, Manners and Historical Reminiscences, &c. &c., are referred to Bradshaw's Illestrated Handbook for France, containing clear and distinct Maps of the Country, Plans of the Cities and Towns, &c.—(This Handbook is peculiarly adapted to meet the requirements of Travellers of both sexes—is portable and convenient, and also elegantly got up.) PRICE FIVE SHILLINGS.

Those who travel for Health are referred to Bradshaw's Companion to the Continent, with remarks on climate, and the influence of travelling, by Fewin Lee, Esq., (author of the French and German Baths, on Nice and Malaga, &c. &c.) The work is also descriptive, combining as interesting and valuable Guide to the Works of Art, Interest, and places of resort in Europe, with its invaluable directions to invalids and others in respect to the various climates, mode of travelling, diet, &c. Price 7s. 6d.

## DESCRIPTIONS, &c., OF TOWNS.

Abbeville. - Stat., Northern of France | Boulogne, &c., see Time Table, page 18. HOTEL:-

Tete de Bœus.--

A - ( - 1 \.)

A fortified town, containing about 18,000 inhabitants, situated on the river Somme, twelve miles from the bathing-place of St. Valery-sur-Somme, from whence William the Conqueror sailed to Engand in 1066. The Northern of France line is open o St. Valery.

Convexances.—Railway Trains to Amiens, Paris, to Bordeaux, see page 181.

Agen.-Stat.-13,000.-Hotel:-

HOTEL ST. JEAN.

A large town on the Garonne, about 100 miles above Bordeaux, on the road from Toulouse, with a fine bridge, and noted for its plums.

View of Valley of Garonne from rock L'Ermitege

very fine.

Conveyances.- Railway, see page 34 Steams

Aix .- Hotet :-

HOTEL DU PARC.

An ancient city of France, formerly the capital of Provence, but now in the department of the Blouches du Rhone. Population about 24,000; 530 English miles from Paris, and 18 from Marseilles. It was founded by Calus Sextus Calvinus, a Roman general, 128 years before the Christian era, and received the name of Aqua Sextus, from its famous springs. It is a well-built town, and the streets are in general well paved, as well as wide and clean. The monastery of Jacobins, or Dominicans, would be c.t.e of the finest structures in Provence were it completed. The mineral springs were accidentally re-discovered in 1704, when the medals, inscriptions, &c., which were dua up, confirmed the opinions of antiquaries as to their being the springs known to the Romans.

Conveyances .- Railway, see page 46.

Alais—Stat., Nimes and Alais, Hotel—HOTEL DU COMMERCE—Is situated in Lower Languedor, on the Gardon; 13½ leagues or 30 English miles, north of Nismes; population 17,800. It carries on some trade in grain, olives, oil, wine, and silk.

Conveyances .- Railway, see page 49.

Alby.-Stat.-12,000.

HOTEL :- DESPRATS, -good and reasonable.

An ancient city, situated in the plain of Languedec, and in the centre of one of the best corn districts in France, and is the chief town of the

department of the Tarn.

The Cathedral of St. Cecile is a fine Gothic building of brick, and abounds with splendid freecoes. The towen is 290 feet high, and of curious design. The Gothic tracery of the choir is remarkably beautiful. The only other buildings of any interest are the Prefecture, formerly an Episcopal Palace, and the Church of St. Salvi.

Alengon.—Stat.—15,000. HOTEL:—GRAND CERF,—good.

A prosperous town, situated on the Sarthe, and chief town of the department de l'Orne. Once elebrated for its lace, called "Point d'Alençon," but the manufacture of which has now nearly ceased. The Cathedral is the only building worthy of setica.

CON EYANCES. —Railway to Le Mans, Chartres, Paris, Mexidon, Rennes, &c., see page 24.

Amboise-sur-Loire. - Stal., 4,600-

HOTEL:- LION D'OR.

Chaiming old town with noble old castie, formerly the residence of the Kings of France, now used as barracks, and commands a fine view. Near the castle are the curious caverns. "Grenters de César."

Conveyances.—Rail to Tours, Pottrers, Bordeaux, Orkans, Paris, &c See page 34.

Amiens.—Stat., Northern of France.—Hotels: Hotel Du Raid, Place St. Denis, close to the railway, one of the first in the town, and highly recommended for cleanliness, and moderate charges.

HOTEL DE FERNCE ET D'ANGLETERRE—first-rate, and highly recoumended. Landlord, Mr. Fontaine. Omnibuses at the station convey passengers to the Hotel. where there are private carriages for the use of travelleck.

Population 49,000. 92 miles N: of Paris. An ancient, handsome city, having several fine streets with splendid shops. From the central position of Amiens, between Boulogne, Calais, Brussels, and Paris, it is a most desirable place for travellers to sleep at when they wish to avoid arriving in Paris at an inconveniently early hour in the morning, than which there is nothing more annoying, as the bost hotels are always closed, and the expense of being driven from place to place is very considerable. The 10.30 train in the morning affords time for one to breakfast and visit the Cathedral before starting, and then reach l'aris by two in the afternoon.

Diligences leave the Hotel d'Angleterre for Rouen at 8 a.m., performing the journey in 12 hours. Fares—Coupe, 14fr. 50c.; Interior, 12fr. 50c.; Banquette, 10fr. 59c. For St. Quentin at 7 a.m., and arrive at 4 p.m.

OBJECTS OF ATTRICTION.—The Château d'Eau, the Palais de Justice the Hotel de Ville, built by Henry IV., the Corn Market, and particularly the Cathedral, the very lofty nave of which is considered a masterpiere of architecture. This town is celebrated for the treaty of peace concluded here in 1802 between France and England.

Conveyances.—Railway trams to Abbeville, Boulogne, and Paris, &c., see pages 13 to 15 and 18.—To Belguim, see Time Table, page 63.

Angers .- Stat., Tours and Nantes .- HOTEL :-

Population, 43,000. 216 E. miles S. W. of Paris, on the river Maine in the department of the Maine et Loire. It contains a public library, good cathedral, museum of paintings, cabinet of natural history and medicine, botanical gardens, public baths, and a large gloomy old castle, with some fine old houses and boulevards. The principal articles of manufacture and commerce are linen, cotton, sugar, corn, oll, wax, honcy, wine, spirits, vinegar, coals, lime, marble, slate, and silk handkerchiefs,

Conveyance. — Railway to Tours, Nantes, Orleans, Paris, &c., see pages 36.

Angouleme. -- Stat., Paris nd Bordeaux. --

DES ETRANGERS

This town is situated on the Charente, 275‡ English miles from Paris, and 73‡ from Bordeaux, containing a population of 19,400. It is a very old town, built on a hill bristling with rocks, and surrounded by an extensive and beautiful torraced promenade which commands fine views. The air is very pure and bracing, yet does not agree with delicate constitutions.

Angoulème has few objects worth noticing except the cathedral (re-built in 1816, and topped by a gothic steeple.) a theatre, a cabinet of natural and physical history, and a library containing 18,000 vols. In the environs are some paper-mills, which produce an excellent article. The trade consists in corn, wine, ardent spirits, hemp, finx, chestinits, saffron, cork, and paper.

Converances.—Railway to Libourne, Bordeaux, Tours, Nantes, Orleans, Paris, &c. See page 34. FRANCE. 245

Arles .- Stat., Marseilles and Lyons.- HOTEL: HOTEL FORUM.

An irregularly-built town, situated on one of the embouchures of the Rhone; contains about 23,000 inhabitante, and is alike celebrated for the beauty of the women, which is heightened by their picturesque coestume, and for its Roman remains, of which the principal is an amphitheatre in a tolerable state of preservation. Adjoining the cathedral are the clusters, of which the Gothic arches, supported by finely-sculpture pillars, are good specimens of architectural skill in the earlier periods of Christianity.

Places worth visiting are-

The remains of the Roman Theatre, the Museum, where many early Christian tombstones, statues, &c., are preserved, and Les Champs Elysées, converted by the Christians into a burisl-ground, where numbers of their tombs still remain, and where is a chapel dedicated to St. Honorius. The Cathedral, a building of the 6th century, by B Vigilius, has a splendidly ornamented doorway Also the bridge of boats, and ruins of a larger amphitheatre than at Nismes, but more imperfect.

Converances.—Railway to Marseilles, Nimes, Montpellier, &c., see Tune Tables, pages 46 & 47.

Arras. -Stat., Northern of France. -HOTEL: HOTEL DU GRIFFON.

Population 22,000.—134 mlles N. of Paris. A place of considerable trade, on the Scarpe, which divides it, and is herejoined by the Crinchon. The town is built partly on an eminence, and partly on the plain, and consists of four distinct divigions—the City, the Upper Town, the Lower Town, and the Citadel, besides several suburbs. The Esplanade, in the centre, is a fine promenade. The city is on the site of Nemetocenna, the capital of the Atrebates, which Cæsar took about 50 B.C.. This part of Arras is very beautiful, formed of houses of heyn stone. The public squares are surrounded by buildings in the Gothic style. The Cathedral, dedicated to Our Lady, is a large Grecian building, finished in 1932, the ancient one having been destroyed in the great Revolution. Robespierre was born here. Manufactures of cotton linen and tapestry.

Conveyances.—Railway to Douai, Valencionnes, Paris, &c., see Time Tables, pages 12 to 15.

#### Asniers.-Stat.-1500.

This place is situated on the left bank of the Seine, about five miles from Paris. It is noted for the beauty of its position, and the elegance of its houses, and is a favourite resort of the Parisians. The park of Amiers is celebrated for its amusements, concerts, balls, fireworks, &c., taking place there on Sundays and fète days. It is also the scene of several regattas during the summer.

CONVEYANCES.—Rail to Paris, St. Germain, Argentsuil, &c., see page 19.

Auch.-Horet :- De France.

Population 10,000; 421 English miles from Paris, 68 from Pau, and 113 from Montastrue. The town is built in the form of an amphitheatre on the top of a hill, watered by the river Gers; the streets are narrow and ill-built, with the exception of some in the upper quarter. The traveller wil not fail to notice the church of Notre Dame, built in the reign

of Clovis, with its superb portals, surmounted by two square towers; also the archbishop's palace, the statue of d'Estigny in the Place Royale, and the promenade at the extremity of the place, where one has a splendid view of the Pyrenees. A considerable trade is carried on in woollens, stuffs, thread, cotton, wines, ardent spirits, goose' feathers, and cattle.

wines, ardent spirits, goose' feathers, and cattle. Conveyances.—To Tarbes, Agon, and Malvoisen, daily.

Auteuil.—Stat .-

A pretty little town about three miles from Paris and near the Bois de Roulogne, St. Cloud, &c. it was the favourite residence of Boilean, Mollère, Racine, La Fontaine, Franklin, Helvetius, Count Rumford, and Cabanis. Boileau's house is still shewn. The walk from this place through the Bois de Boulogne to St. Cloud is harming.

Conveyances .- Rail and Omnibus to Paris, St.

Cloud, Meudon, and Versailles, see page 19.

#### Autun.-Hotel:-La Poste.

An ancient town, with about 11,000 inhabitants. It is 26 miles N.W. of Chalons-sur-Saône, and was strongly fortified by the Romans. Portions of the wall are still standing, and two of the gates are in a pretty good state of preservation. There is a Cathedral and a Museum. The neighbourhood is picturesque, with Roman remains. Chablis wine can be procured good here.

Auxerre.—Stat.—12,700. -

HOTEL:-LEOPARD-on the quay.

Capital of the department of the Yonne, is an Burgundy wine country. The Yonne forms a port for the conveyance of produce. The street are generally narrow. There are some fine views from the Boulevards. The Cathedral is much admired for its regularity, fine portals, ornaments, columns, figures, &c. but particulary for its richly stained windews. The altar is simple but grand and has near it statues of the patron saint, lisher Amyot, the translator of Plutarch, and Bishop Colbert. The Library contains 15,000 volumes. 200 MSS., and Baron Denon's collection of medals. There are also a large foundry, hospital, college, the tree, baths, and botanical gardens. Converances.—Rail to Paris, Dijon, Lyons, &c.

sec pages 42, 44.

Avignon. - Stat. - Marseilles and Lyons. --

Avignon. — Stat. — Marseilles and Lyons. — 32,000. — Hotel:—

HOTEL DE L'EUROPE,—clean and comfortable. Refreshment room at station, good dinners.

The chief city of the department of the Vaucluse, on the Khone, 77 E. M. North of Marsellies. It contains a great number of churches and sacrod buildings. The once celebrated Church of the Franciscans, however, is now destroyed. The promenade of the Rocher des Dons commands a delightful view. The most attractive object, perhaps, is the old Palace of the Popes, now converted into barracks. Petrarch resided in this city several years, and here he saw his Laurs, whose tomb was in the Franciscan Church. The Fountain of Vaucluse is about seventeen English miles distant from Avignon. A calleche may be hired to take a party there and back for 22 francs, including the driver's grabity.

Besides the Fountain itself, an object of greater curiosity, the house where Petrarch resided is shown. Avignon is the centre of the Madder districts of France, the cultivation of which is very general in the neighbourhood Near the Cathedral is a statue to the memory of the first introducer into France of that valuable root. The Pont du Gard is distant about 15 miles, and is in fine preservation.

Museum of antiquities and paintings is well worth a visit; it contains a variety of Roman scalpture, pottery, glass, coins, &c., found from time to time in the neighbourhood, also a very good collection of modern French paintings, among which are a few by Horace Vernet, who was born in this city, and his father Joseph. Here is a very handsome Hotel de Ville.

Conveyances. - Railway to Lyons, Arles, and Marseilles, pages 46 and 47. Steamers daily to Lyons and Valence. The new road from Avignon to Geneva, by the beautiful plains of the Bresse, is now open.

#### Avranches.—Hotel: --

DE LONDRES.

A town in Normandy, most beautifully situated on a considerable eminence, whence a magnificent view of the surrounding country may be had. It contains a college and a convent. It is a very agreeable town, and is much frequented by the English; the route being by Jersey and St. Malo, or Jersey and Granville. The distance to the latter is about 6 hours by diligence, which starts from the Hotel de France. The diligence for Laval starts from the Messageries Imperiales, next the Hotel de Londres. The excursion is often made to Mont St. Michel, distant about 5 leagues, a rock in the sea on which has been crected a church and a little village. We believe that at low tide the rock can be reached on foot. The excursion takes a day, from Avranches to Paris, per rail and coach in 16 hours. Good view of Mont St. Michel.

## Bagneres de Bigorre.-- Hotel:--

HOTEL DU PARIS, on the Promenade, a first-class excellent hotel for families and gentlemen.

A large town at the foot of the liigh Pyrenees, with 8000 inhabitants, excellent baths and a pleasant neighbourhood.

Diligences daily to Luchon, Tarbes, and all the neighbouring vayins.

For an account of the medical properties of the French and German Baths, see Mr. E. LEE's work

# Bagneres de Luchon.-HOTEL:-

BONNE MAISON.

A town of 2000 inhabitants, in the High Pyreneca, much frequented for its baths and neighbouring scenery. The excursions are to the Port de Venasque, for the near view of the Maladetta, to the Lac de Seculejo, Lac D'Oo, Vai de Lys, Super Bag-heres, Bosost, the summit of Mount Monné and to Saint Bertrand, the aucient Roman capital of the district.

ENGLISH CHURCH SERVICE during the summer months. Chaplain supplied by the Colonial Church

Diligences daily to Toulouse, Tarbas, and Bageres de Bigorre.

Barbizon .- Inn, kept by M. Ganne. Near Chailly, on the borders of the forest of Fontainebleau. In the neighbourhood of this village is a good diversity of forest scenery and rocks; and it is much frequented by artists. It is 28 miles from Paris, on the Lyons Railway. The station to

stop at is Melun. See pages 44 and 45.

## Barege .- HOTEL :-

HOTEL DE FRANCE.

A celebrated Pyrenean watering-place, in the High Pyrenees, about 5 miles from Lnz; but scarcely worth a visit from a passing traveller, having bad accommodation, and being only fit for invalids.

Diligences daily to Luz, Tarbes, and all the neighbouring towns.

Bar-le-Duc.-Stat.-13,000.

Chief town of the department of the Meuse, beautifully situated on the Ornain, and the ancient scat of the Dukes of Barrois. The ligh Town stands on a hill round a fragment of the old cast'e, whence there is a fine view. The Low Town lies along the river, which is crossed by three bridges, and is a well-built and lively part, with good broad streets, several tan yards, cotton mil's, dye houses, &c. The principal buildings are the Prefecture, Hotel de Ville, the College, the Palais de Justice, and Theatre. The Café des Oiseaux is well worth visiting, as it is a perfect curiosity, forming a com-plete museum of natural history. The ornithological and mineralogical cabinets being very complete; there are also some very rare exotic plants. Marshal Ondinot and General Exclmans were born here, and to the former there is a fine statue erected.

Bar-le-Duc is celebrated for its beautiful confitures, of which it exports large quantities.

Conveyances - Railway to Nancy, Epinal, Strasbourg, Paris, &c., see pages 53 and 54.

## Bayeum .- HOTEL DU LUXEMBOURG.

A dull old town in Normandy, situated between Caen and St. Lo. A fine cathedral, with old tapestry. Distance to Caen 28 kils., to St. Lo 33 kils.

Conveyances .- Railway, see pages 22 and 23.

Bayonne. - Stat. - 20,000, Bordeaux and Banonne -- HOTEL :--

HOTEL COMMERCE A fortified, well-built, opulent, and commercial town of France, in Gascony, department of the Lower Pyrenees, situated at the confinence of the Nive and Adour 492) English miles from Paris. These rivers here form a commodious harbour, two miles from the Bay of Biscay, and divide the city into three parts. A citadel, constructed by Vauban on an eminence in the suburb, commands both the harbour and the town, which are farther defended by small redoubts. The cathedral is a venerable structure, and the quay is a superb, much-frequented promenade; but the most beautiful part of the city is the Place de Grammont. Stone bridge connects the suburb with the town. Before entering the town, passports are demand-A considerable commerce is carried on at Bayonne with Spain; French and foreign goods FBANCE." 247

being given exchange for wood, iron, fruit, gold, and silver. The hams of Bayonne have long been famous, and its wines and chocolate are exported in great quantities to the north of Europe. The military weapon called the basonet takes its name from this city, where it was invented in the seventeenth A pleasant excursion may be made to Biaritz, a pretty watering-place, distant only 5 miles. Also to San Sebastian in Spain, (6 or 7 hours) returning next day. The passport will require the Visas of the consuls of England and Spain who reside in the town, the cost of which will be 8 francs, and also a further charge at Irun of about 24 francs.

The district between Bayonne and the frontier is full of interest, as the scene of the memorable struggle between Soult and Wellington in 1813.

Conveyances .- Railway to Daz, Bordoaux, &c., see page 39. All the Malle Post and Diligence offices are in the same street as the Hotel St. Etienne. Steamers to San Sebastian, &c. See page 183. Distance to Peyrehorade 36 kils., to Pau 106 kils. The road commences at St. Esprit (on the other side of the bridge) where a fine view of the Pyrenees is to be had.

Beaune - Stat .- 11.500 .- HOTEL :- BAUQUIS. The principal seat of the wine trade of Burgundy, nearly 90 mercantile houses being engaged in it. The chief objects of interest are Chancellor Rollin's Hospital, in the Gothic style, founded 1443; the Library, containing 25,000 volumes, and Museum; two old Churches, a belfry of the 14th century, the corn market, the fountain of Algue, and the public gardens and baths. Monge the mathematician was born here.

Conveyances.-Rail to Dijon, Paris, Lyons,

Marsellies, &c., see page 44.

Beauvais.—12,500.—Hotels:—Du Cygne,

good; and Hotel d'Angleterre. The chief town of the Department de l'Oise, fifty English miles north of Paris, colebrated for tapestry Its principal object of attraction is the Cathedral; seen from a distance it appears a dull and unimposing mass, divested of architectural beauty of site and construction. The roof rests on three rows of flying buttresses, topped by double ranges of pinnacles. It was commenced in 1225, and intended to have been one of the largest and most magnificent Gothic churches in the world. The choir is, no doubt, the loftiest in the world, the elevation of the roof above the pavement being 153 feet high.

CONVETANCES—Railway, see page 16.

Behobia.—The frontier village between France and Spain, on the Bidasson, on the road to San Sebastian. Passports and baggage are examined at the respective Custom-houses on each side of the Bridge. Luggage should be here plombed, 10c. for

each package.

Belfort.—Sizi.—8000.—Hotel:—L'Ancienne Posrz.

A thriving town situated in a healthy part of the Savoureuse, between the Vosges and Jura Mounteins. It is divided into the high and low town. There are a good Hotel de Ville, a College, and a hibrary of 20 000 volumes; also a Military Hospital and Barrocks. On the rock above is the Castle

(Bel fort), built 1228, and held by the Austriana until given up to France by the treaty of Munster, when it was fortified by Vauban, and commands the entrance into France from Switzerland, The trade is in wine, brandy, kirsch-wasser, cheese, brass, and copper.

CONVEYANCES .- Rail to Mulhouse, Bale, Dijon, Lyons, Paris, &c., see pages 43 and 56.

Besangon, -- Stat. -- 35.000. -- Hotel, --HOTEL DU NORD.

Is 2511 E. miles S. E. of Paris, and 60 miles from Dijon. A large, ancient, and well-built city of France, situate on the river Doubs, which nearly surrounds it, dividing it into two parts, joined together by a bridge. It has six gates, and is strong both by nature and art, having been fortified by Louis XIV. and being, besides, protected by a citadel stund-ing on a sharp rock. Its chief manufactures are arms, woollon stuffs, silk stockings, linen, callco, leather, hats, clocks, and watches. The trade consists in corn, wine, cattle, cheese, iron, pins, &c. The library here contains some rare manuscripts. and a valuable collection of coins, medals, &c.

There is here a first-rate fortress, and a fine view from the citadel. Amphitheatre, and other Roman remains.

Conveyances.—Railway, see page 43.

Beziers .- Stat .- 18,000. -- HOTEL :-- DU NORD. A finely situated town on a rock 200 to 260 feet above the Orb and the Canal du Midi, in a beauful country, and is one of the most thriving seats of the brandy trade. It was one of the chief towns of the Albigenses, when Innocent III, proclaimed a crusade against them in the thirteenth century, headed by Simon de Montfort, and 60,000 were slaughtered here. The old castle-like Cathedral with its great tower and turrets, has a good nave and choir, and several stained glass windows. The Madeleine and Aphrodise Churches are worth notice. Slik stockings, gloves, eau-de-vie, liqueurs, confitures, glass, soap, &c., are manufactured here, and there is a trade in white, red, and Muscatel wines.

CONVEYANCES. - Railway to Cette, Narbonne, Toulouse, Bordeaux, &c., see page 41. Biarritz,-lioret.

HOTEL DES AMBASSADEURS, un excellent first class Hotel for families and gentlemen.

Is situated about five miles from Bayonne. The beauty of the scenery, combined with the genial nature of the climate, its suitableness for sea-bathing, together with its seclusion, has always rendered it a favorite French watering place; and we have little doubt, from the fact of the Emperor of the French having decided upon making Bisritz a place to which he may resort from the bustle and noise of the French capital, in the same manner as our own Monarch seeks retirement in her private mansion at Osborne, that it will become before many years, one of the most fashionable watering places in France.

From the cliffs, one can enjoy a splendid view of the Bay of Biscay, which at all times restless, is rendered turbulent upon the least increase of the wind, The several bays, with their fine sandy bottoms, present admirable conveniences to the sea bather.

English Church Service, Chaplin supplied by Colonial Church Society.

Communication is kept up hourly with Bayonne by means of Omnibuses. Fares, 75 and 50centimes.

Blots. - 16,000 - Stat. - HOTEL: - D'ANGLE-

A picturesque town, 113 E. miles South of Paris on the Bordeaux railway. This is an ancient town of France, in the Orleannois, department of the Loir and Cher, on the Loire, which is here crossed by an elegant stone bridge. streets are narrow, and many of the houses low. The castle stands on a rock overhanging the river. The principal public buildings are the cathedral, the Jesuits' college, (now a provincial school,) and the Episcopal palace, the terrace of which affords a very pleasing walk. The trade of the town consists in wine, brandy, com, wood, and fruit; there are manufactures of sorge, stamin, and other cloths, as well as of hardware and glass.

Conveyances .- Railway to Tours, Nantes, Angoulême, Bordeaux, &c., see pages 30 to 33

Bordeaux .- Stat .- 124.000-HOTELS:-

DE PARIS, frequented by English.

Is 360 miles from Parls. The second sea-port of France, on the left bank of the Garonne. Quays, 3 miles long, river 2,000 ft. broad, and 18 to 30 ft. deep. nearly 1,000 merchant vessels, and exports annually more than 100,000 hogsheads of wine, and 20,000 of French brandy, as also vinegar, dried fruits, hams, turpentine, glass, cerk, honey, &c. It possesses a chamber of commerce, a commercial court, a university, established in 1441; an academy of sciences, instituted in 1712, which has a library of more than 55,000 volumes; an academy of fine arts, founded in 1670, and renewed in 1768; a museum, a lyceum, a Linnaun society, an institution for the education of the deaf and dumb, a school of trade and navigation, &c. Fiacres, rent, and provisions, dear; omnibuses, cheap. Bordeaux is the Burdigala of the Romans.

OBJECTS OF ATTRACTION .- The cathedral and churches; grand theatre, under which is a public reading room; Grand Hospital; Courts of Justice; Hotel de Ville ; Exchange ; Custom House ; Bridge over the Garonne; Barracks; New Gael; Lunatic Asylum; Military Hospital; Slaughter-house; Museum; Public Library; Wine Cellars of Barton, &c.

English Bankers .- Barton and Guestier, 35, Cours Pavé, near the Quay des Chartrons; Natl. Johnston and Sons, Rue Foy, 21.

BRITISH CONSUL.—M. Scott, Esq. BRITISH CHAPEL.—Service, morning and evening; chaplain, the Rev. Thomas St. John Quin. Post-office. - Rue Bureau de la Poste.

Converances.—Railway, see pages 34, 39, and 40. Steamers, see page 184.

Boulogne-sur-Mer.-31,000,-Stat.-

fo Horse, DE L'EGROPS, close to the Railway and Shambarket Stations, highly recommended.

Horse Basicia; an excellent house, strongly recommended

The Hotel des Bains, et de Belie Vue, - Firstclass hotel for families and gentlemen. Mr. N. Lemesurier, proprietor.

THE BRITISH HOTLL, Rue d'Assas, recommended for its cleanliness, comfort, and moderate charges.

BRIGHTON AND MARINE HOTEL .-- Opposite the bath Establishment, first-class for families and gentlemen, and commanding a fine view.

PACEHAM'S HOTEL DU LOUVER, facing the terminus of the Paris Railway. Comfortable, and Conveniently situated near moderate charges. the station.

HOTEL DERVAUX, Grande Rue. -Mr. Dervaux, the new provinctor, has made this a most comfortable house.

The Boarding Establishment of Mr. Howe, is excellent. See advertisement, end of book.

One of the chief ports of France, in the Channel, 29 miles from Folkestone, 112 miles distant from London, and 170 by rail from Paris. As a watering-place it is much resorted to by parties chiefly from England. It is situated at the mouth of the Liane, in the department of the Pas de Calais. The town is divided into "the high and low town," connected by means of a steep street called La Grande Rus. The favourite locality of the English is in the modern part called the Tintelleries, which lies in a valley towards the north. The railway station is on the opposite side of the river, near to the Place Bellevue. The Lower Town is modern and regularly built. It extends to the glacis of the Citadel, erected under Louis XIV. by the celebrated Vauban.

The Museum in the Grande Rue is well worth visiting, and contains some paintings deserving of notice, besides many curiosities. The Baths is a splendid establishment. The Belfry, behind the Hotel de Ville, is one of the most ancient buildings in Boulogne; the tower, 140 feet high, sould be ascended, as from it a magnificent view of the town and its beautiful environs may be ob-tained. The chief architectural attraction of Boulogne, however, is the Monument, an exceedingly handsome structure, which was intended to commemorate the invasion of England by Napoleon. There is a colossal bronze statue of Napolcon at the top. The Jetty is the favourite walk, extending about 2000 feet from the end of the quay and commanding a fine view of the harbour and part of the coast; it presents, on a fine summer evening, with its numerous visitors, a very gay and lively appearance. The environs of Boulogne are exceedingly interesting, and among the places of celebrity we may point out the following:—Mont St. Ettenne, a quaint little village, about five miles distant, Mont Outresu, within a short distance, will interest the visitor by its antiquarian remains, intimately associated with historical events; Mont Lambert, from the summit of which is obtained a rare and beautiful view, diversified with hill and dale. sea and land, and far in the distance the white cliffs of "rare old England." The Botanic Gardens, at Mount Pelé, fourteen miles distant, are open to the public twice a week.

PROTESTANT FRENCH CHAPEL.—Service by the Rev. - Ponlain. English Episcopal Chapels .-Upper Town, Rev. Mr. Hawtaine; Lower Town, Rev. W. K. Groves; Rue Royale, Rev. J. Bewsher; Rus de la Lampe, Rev. C. J. Furlong. WESLEYAN CHAPEL.—Rev. W. Tosse. late of Paris.

ENGLISH LIBRARIES AND READING ROOMS.-Mr. Merridew, 60, Rue de l'Ecu, and Mr. Seal's, 34 & 36, Grande Rue, next door to the Museum, both of which establishments are Depôts for the sale of Bradshaw's Guides, and Handbooks.

CONVETANCES .- Railway, see pages 12 to 15; steamers, see page 184.

Bourges .- Stat., Orleans Railway .- HOTEL :-

DE LA POSTE.

Population 22,000; 1461 E. miles S. of Paris. This is a large town, in the department of the Cher, and stands on a rising ground between the rivers Evre and Auron, which here unite their streams. The only public buildings of note are the fine gothic cathedral, the great tower, formerly used as a state prison, the Hotel de Ville, formerly the house of Jacques Cœur, and the museum of Antiquities. It has manufactures of silk, woollen, and cotton stuffs, as well as of stockings, caps, and other articles of clothing. The chief objects of trade are corn, wine, cattle, wool, hemp, and cloth.

Conveyances.—Railway to Vierzon and Orleans. see pages 28.

Brest. -- 36.000. -- HOTEL :--

GRAND MONARQUE .-

One of the principal seaports and arsenals of France, with a small harbour 25 feet deep. Reading-room, and Promenades. No English banker, physician, or clergyman. French Protestant service twice on Sunday. Principal bankers, H. Guilhem; Sh. Boëlie; -- Monge.

CONVEYANCES .- Malle Poste daily to Paris, in 42 hours, at 10 a.m. during summer, 7 a.m. during winter. Fare 103.80.—Diligences to Paris every day about noon, through Tours : Fares : Coupé, 70 fr.; Intérieur, 60 fr.; Rotonde, 50 fr.; Banquette, 60 fr. Steamers daily to De Launay.

Bretevil .- Stat., Northern of France Railway. HOTEL:

D'ANGL

Population 2,400. Situated on the river Nove. The air is salubrious, but the town for the most part, is ill built. There are some fine edifices, particularly the Abbey of St. Marie, and the church of St. Maur. The station is at some distance from the town, in the village of Baconci, where the road from Montdidiere rosses the line. Near Breteuil a great number of antiquities have been found. At this station there are conveyances to Amale. Eu. Bauvais, Crevecour, and Montdidier.

Caen, (pronounced Kong.) -Stat. - Horris-

HOTEL DE VICTOIRE.

Population 40,000. 1394 English miles W. of Paris. A large, well-built, and populous town, in the department of Calvados, it contains 12 parish churched, several hospitals, a public library contalking 25,000 volumes, public garden, cabinet of

natural history, &c. Caen is rich in ancient gothic architecture, the most remarkable spicimens of which are the Churches of St. Pierre and the Holy Trinity. The air here is very salubrious, and living remarkably cheap, two circumstances which have attracted a large number of English to the place, there being from 2000 to 3000 resident here. Caen is situated at the influx of the small river Odon into the larger stream of the Orne. An active trade is carried on in linen, serges, lace, stockings, caps, cider, dye-stuffs, skins, &c.

CONVEYANCES .- Steamers from Havre, see p. 192. Rail to Paris, &c., p. 22. Diligences to Bayenz, St. Lo, Isigny, Granville, Avranches, Vire, and St. Malo.

Calais .- 13,000. - Stat., Northern of France .-HOTELS :-

THE BUFFET HOTEL at the Railway Station is most conveniently situated, and affords refreahments and accommodation at moderate charges.

HOTEL QUILLAC, one of the oldest and most respectable establishments on the Continent. It is well known and highly and deservedly recommended. Charges moderate.

HOTEL DESSIN, more expensive.

Calais is situated in the department of the Pas de Calais, opposite Dover. It is surrounded by a moas and wall, and defended by a very large citadel. The streets are wide and regular. Its form is that of an oblong square, with the longer side parallel to the sea; and has two gates, one towards the sea, the other towards the land. Most of the houses are built of brick. The harbour, which is commodious, is defended by several small forts, and consists of a large quay, terminated by two long wooden piers, which stretch into the sea. Its inhabitants are much engaged in the herring and cod fishery, and carry on a considerable traffic in Dutch spirits : in the Ba se Ville there are nearly 2000 English residents, mostly Tulle or lace manufacturers. English Chaplain supplied by the Colonial Church Society.

Travellers proceeding to Belgium or Germanywill avoid much trouble by informing the authorities of their place of destination and by what train they intend to proceed; their luggage will then be duly marked for transit, and they will avoid the annovance of a Custom-house search in France. Travellers with a Foreign passport are subject to a visa. the expense of which is two francs. The British Minister's passport is an exception, no charge being

made for the visa.

CONVEYANCES.—Railway to Lille, and from thence to Puris, Brussels, and all parts of Belgium. Steam. ers to Dover and London, see page 185.

Cambrai.—Stat.—19.000.

HOTEL DE L'EUBOPE, good, An industrious and flourishing town situated on the Scheldt or Escaut, in the old province of Flanders, and the seat of a bishopric. It was the episcopal see of Fenelon whose monument, by David, is in the present cathedral, the old one having been razed to the ground during the reso-Intion. The principal objects of interest are the Hotel de Ville, opposite the Place d'Armes which is of considerable extent, as also the Esplansder the Military Hospital; the College, and the public library which contains 30,000 volumes

It has a considerable trade in fine linen lac-

thread, and cambric which takes its name from this

Convergnces .- Raflway to Charlerol, Namur. Liege, Cologne, St. Quentin, and Paris, see page 16. Cannes .-- 5000.-

HOTEL.-LA POSTE. (For details see Dr. Lee's " South of France.")

About 21 miles south-west of Nice, beautifully aftnated on a bay of the same name. It has great advantages with respect to climate, being quite sheltered on the north and north-west; the environs are delightful; and an extensive view may be obtained from the summit of Mont Chevalier, where there are the ruins of a fort. Lords Brougham and Londesborough have Chateaux, and several English residents have villas at Cannes. The number of visitors has greatly increased within the last two years, and many new edifices have been constructed. Steamer to and from Marseilles weekly. English

Church Service twice on Sundays, Rev. A. Turner.

Chaplain. PHYSICIAN-Dr. Whitley. Carcassonne.-Stat.-20,000.

HOTEL: - BONNET-good baths. Chief town of the dopartment of the Aude, and seat of a diocess, college, tribunal, &c., situated in a fertile spot, near the Canal du Midi, on the Aude, which divides the Cité, or old town from the Basse Ville, or new or lower town, and is crossed by a bridge. The modern part is well built and watered by streams and fountains; one, of Neptune and his horses, in the Grande Place is very fine. Among the buildings worth notice are the Hôtel de Ville; the Profecture with its large gardens; the Library of 6,000 volunies; and the Museum; the bridge, whence there is a view of the Pyrenees; the Barracks, Theatre, Hospitals, &c.
There are some large woollen factories, and from

6000 to 7600 are engaged in the manufacture of cioth, which is celebrated for its brilliant colours. There is also a considerable trade in corn, wine, fruit, &c.

CONVEYANCES.-Railway to Narbonne, Cette,

Toniouse, Bordcaux, &c., see pages 40 and 41.

Cassel.—Stat., Northern of France.—Hotel:— HOTEL DU SAUVAGE.

A neat little town on the line of railway from Dunkirk to Lille. It stands on an eminence of 800 feet in the must of a vast plain, and commands a fine view of Flanders and Belgium with an horizon of immense extent. Distance from Dunkirk 191 English miles. Flemish spoken.

Conveyances.-Rail to Dunkirk, Calais, Lille Doual, Amiens, Paris, &c. See page 12.

Canterets -- Horas:--

DE FRANCE

A celebrated bathing town in the High Pyrenees. and is very picturesque and lively, with numerous bathing establishments and well-supplied shops; it s the head quarters for some of the finest excurions in the Pyrenees, and one of the best for artists or sportsmen. There is a constant interchange of stople of various countries, and much picuresqua mentalmens contume. The chief excursion is that to the Rent d'Espagne and Lac de Geabe. The converances.—Railway to Dijon and Parts, a new of the Sulphurous Springs is 104 to 120 Fahr. page 45; to Lyons, Avignon, and Marseilles, a page 45; to Lyons, Avignon, and Marseilles, a p. 44 and 45. Steamers to Lyons daily, age p. 165.

Conveyances. - Diligences daily to Terber and all the neighbouring towns.

Cette.—15,000—Stat., Montpellier and Cette. HOTEL DES BAINS.

An important seaport town of France, 17 miles west of Montpellier, being the chief place for the export of the productions of Languedoc. M. Balard. has here an establishment for the production of the sulphates of soda, magnesia, and potash, by the direct method. By the process adopted, he is enabled to procure these salts by evaporation from sea-water. Wines of all kinds are imitated here, Masden is pure. Mosquitoes armoying here in summer.

CONVEYANCES .- Steamers, see page 185; Railway, see pages 41, 48.

Chalons-sur-Marne. - Stat., Paris and Strasburg. - HOTELS :--

HOTELS DE LA CLOCHE, AND DU PALAIS ROYAL, situated in the centre of the town, and both good hotels, proprietor Mr. Januaux.

HOTEL DE LA HAUTE MERE DIEU.—The hotels in this town were formerly unfit for English travellers, but this house is very highly commended.

Population 14,500; 1071 English miles from Paris, and 25 from Rheims, on the Paris and Strasburg line of Railway. A large town in Champagne, on the Marne, which divides it into three parts, and is crossed by several bridges, one of which, erected in 1787, is admired for its boldness and elegance. There are a handsome town-house. a gothic cathedral, built in the thirteenth century, eleven parish churches, three secularized abbeys, several convents, and a fine public walk. Jacqueson's wonderful wine cellars here. It is said his corks alone cost him £6,000 per annum.

Conveyances .- Railway to Vitry-le-Francois. Bar-le-Duc, Commercy, and Strasburg see page

To Paris, page 55. Chalons-sur-Saone .- 15,700 - Stat., Paris

and Lyons .- HOTEL DE L'EUROPE. A neat town, 239 English miles south-east of Paris, picasantly situated on the banks of the Saone, with a broad quay, which is used as a promenade. There is a cathedral here. The banks of the river are, for the most part flat, but well cultivated. Beyond Macon, celebrated for its wine, the scenery is extremely pleasing, and increases in interest on approaching Lyons. The road, which runs a great part parallel with the river, passes over Mont d'Or, so called from the rich colour of its vineyards in autumn, and from the summit of which a charming and extensive prospect may be enjoyed of the rich plains of Burgundy on the one side, of the Lyonnois on the other, and of the snow-clad Alps of Danphine in the distance. The descent to Lyons is through a succession of meadow-lands, orchards, and vineyards. At about 25 English miles from the town (part by railway), are the extensive iron works, called Le Creusot, the glass bottle works of Blanzy and of Epinac, Collieries, &c. The town has large beetroot-sugar factories, broweries, flour and seederushing mills, iron steam-ship building-yards, &c.

FRENCH PROTESTANT CHURCH -- Ministers supplied by the Evangelical Society of Geneva. CONVEYANCES. - Railway to Dijon and Paris, and

page 45; to Lyons, Avignon, and Marseilles, a

251 FRANCE.

Chanthly, -- Stat. -- Hotel :--

HOTEL DE LA PELOUSE.

Population 2000. The beautiful domain of Chantilly, one of the most remarkable ornaments of France, was enriched and adorned under a long succession of wealthy and noble proprietors; but owes most of its splendour to the Princes of Condé. It possesses an European celebrity, and attracts never-ceasing crowd of visitors from Paris. Chantilly lace made here.

CONVEYANCES. - Rail to Criel and Paris, see page

Chartres .- Stat., Paris and Laval. -- HOTEL: --

Population 16,600. 571 English miles W. of Paris. An ancient town in the department of the Eure and Loir, on the Eure, which divides it into two parts, across which there is a bridge planned by the celebrated Vauban. Most of the streets are narrow and crowded, but some of the comparacively modern buildings are very neat. The noble cathedral is one of the finest in France. It has some very fine old painted glass. The Church of St. Pierre has also some fine painted glass. There is a large corn market here.

Conveyance .- Ital to Versailles and Paris, and also to Laval, see pages 24 and 25

Chateauroux.—(Château of Raoui de Déols.) Sted., Par is and Clermont.-HOTEL:-

LA POSTE.

Population 14,000; 1664 English miles from Paris. This town is situated on the Indre, and has a large woollen manufactory. Near this place is found some of the best iron in France.

CONVEYANCES .- Railway to Vierzon, Bourges, Orleans, Paris, &c., see page 28.

Chatellerault, -Stat -11,300.

HOTEL: -- DE L'ESPERANCE.

A sous-préfecture in the department of Vienne. and one of the principal seats of the cutlery and sword trade in France, situated on the Vienne, which is crossed by a good bridge with an old fourturretted gate at one end. It stands among pleasant hills and gardens, and has the Gothic church of St. Jean, a salle-de spectacle, &c.

CONVEYANCES. - Railway to Politicrs, La Rochelle, Rochefort, Bordeaux, Tours, Orleans, &c., see page 34. Also Steamers in summer to Tours, Saumur, Angels, and Nantes.

Cherbourg.—Stat. - 28,000. HOTEL: -DE L'EURPOS-on the quay.

A strong naval station and fortress, and chief town of a maritime prefecture, situated in the department of the Manche, at the mouth of the Divetto, which spreads out into a wide road or bay with the great breakwater or Dique in front. The breakwater was completed under many difficulties, and, after repeated failures, at a cost of nearly £2,000,000; it is two and-a-half times the length. two and-a-half times the width, and twice the depth of Plymonth breakwater. Cherbourg itself is insignificant, having narrow dirty streets, and nothing of interest spart from its naval works, except the Hetel de Ville and its Picture Gallery.

There are two entrances to Chertiourg, one at the cast and the other at the west end of a strongly formice mole. The channel is narrowed at the

eastern and by the island of Pales, upon which is erected a large fort, called Fort Imperial, which, with the corresponding fort at the castern side of the mole, completely commands the passage. The western channel is protected by an immense fort, called Fort de Querqueville, on the mainland, and immediately opposite the fort at the west end of the embankment; these immense forts, however . form but a fraction of the fortifications with which this place abounds. At the entrance of the Napolean Dock there is a gigantic fort called Fort des Flamands, which is constructed on a rock dry at low water, and is supported by a redoubt called Tour la Ville. There are fourteen forts and redoubts which form two semicircles around the town on the land side, the outer one consisting of a chain of detached star forts, and the inner being formed of redoubts. These are all in a commanding position and the guns would sweep the outer harbour, as well as the entrance channel. There are in all twenty-four regular forts and redoubts for the protection of Cherbourg, in addition to the six batteries on the mole.

The docks, along the face of which are numerous small forts and batteries, are formed of a large basia communicating with one to the north, and there are also three other docks at the southern part of the excavation, into which an entrance is obtained through the central opening and basin. There are nine basins in all. Along the docks there is a series of large buildings constructed for arsenals, magazines, and naval stores.

Conveyances. - Railway to Bayeux, Cach,

Evreux, Nantes, and Paris, see page 22. Clermont-Ferrand. - Stat. - lloret :- DE

LA PAIX.

Capital town, and situated in the department of the l'uy de Dôme. It has rather a gloomy appeutance. The cathedral, which is in the centre of the town, is one of the finest in France, though in an imperiect state. Here are also a cabinet of natural history, a public library, a botanic garden, a neat theatre, and several hospitals. There are four public squares. In one of them is a statue, erected by the town to the memory of General Desaix, who was born in the neighbourhood. It is 78 miles west of Lyons, and contains a population of 30,500. The geologist or the admirer of mountainscenery will be amply repaid the trouble of ascending the mountain called the Puy de Dôme. The singular strata of the district, with the petrifying fountain will also interest. Clermont is the name of several other small towns in France.

Conveyance .- For Railway, see pages 30 and 31. 

HOTEL: - DE LA CLOCHE.

A quiet town, with narrow ill-built streets, situated on the Oise. It has for agos been a favorrite residence of French monarchs in order to enjoy the sport of hunting in the forest adjacent which is 29,500 acres in extent. The château was rebuilt by Louis XV. and enlarged by Napoleon. magnificent facade fronting the forest is 624 feet wide. The Abbey Church of St. Cornellie contains some royal tombs and the first organ brought into Europe. One of the best buildings is the picture esque gothic Hôtel de Ville. There is a gubie library of 28,000 volumes, and a Museum of antiquities.

Conveyances .- Railway to St. Quentin. Charleroi, Namur, Liege, Cologne, Paris, &c., see page 16. Coaches to Soissons and Pierrefonds.

Corbeil-Stat.-Population 4,600: 18f miles south of Paris; in the department of Seine and Oise; seated on the Seine, at the influx of the Essonne, near to Fontainbleau.

For Railway Information, see pages 26 and 27.

Coutances .- 8960 .- HOTEL DE FRANCE. A town in Normandy very beautifully situated on an emmence whence a fine view is to be had of the surrounding country. The Cathedral is one of the finest in France. Distance to St. Lo 23 kils, to Granville 29 kils. Conveyances Diligences to St.

Lo and Bayeux, and to Granville, Avianches, &c. Creil. -- Stat. Northern of France. -- Population 1600. Noted for its manufactures of earthenware. Communication hence by steam-boats with Com-

piegne and Soissons.

Converances .- Railway to St. Quentin, Maubenge and Cologne, see page 16. To Amiens. Donal, Valenciennes, Brus els, Cologne, Dunkirk, and Calais, see pages 14 and 15. To Paris see p. 13.

Dieppe .- Stat., Paris, Havre, and Dieppe. HOTELS:-

HOTEL ROYAL, facing the sca, is a first-rate hotel, in an admirable situation.

HOTEL DES ARMES DE FRANCE, Grande Ruc 44 and 46. Comfortable and well situated Hotel, highly recommended.

Gossel's liotel de l'Europe, a first-rate old established house. Proprietor, Mr. Gossel.

VICTORIA AND NORTH HOTH, on the quay; very

clean, and well conducted.

A watering-place of brance, easy of access from London, Brighton, and Paris. Population 16,200. The town itself is neat; the principal street (Grande Rue), running through to the port, contains the best hotels, and in the Season has a cheerful and animated appearance. The port is spacious, and is commanded by a citadel and picturesque castle. The baths here as at the other sea and mineral bathing-places in France, are under the superintendence of a physician inspector. This is the nearest sea-bathing establishment to Paris—distant about 125 miles. Exquisite brown clay figures, and very small baskets to be bought here.

English Church Service, twice every Sunday.

ENGLISH PHYSICIANS .- Drs. Tabois & Moriatry. BANKERS .- Osmont Dufaur and Co., D. Destau-Les. Vincent Sanchon, Ferdinand Segrial. CHANGERS.—M. Segrial, Delaport, & Reville Bremer.

CONVEYANCES .- Railway to Rouen, Havre, Paris, &c., see Time Tables, pages 20 and 21. Steamers to Newhaven, see page 188.

Dijon .- Stat., Paris and Lyons .- HOTEL:-

HOTEL DU PARC, a first-rate house, and highly

recommended; landlord, Mr. Ripard.
Population 29,000; 196 E. miles S. of Paris. An ancient and well-built city, the chiestown in the department of the Côte d'Or, and formerly the capital of Burgundy, situate between the rivers Quehe and Suzon and on the canal of Bourgogne.

The streets are regular and well-paved, and the houses in general neat and commedious. The principal square, called Place d'Armes, or Place Royale, is in the form of a horse shoe, and in front of the ancient palace of the Dukes of Burgundy, also used as the house of assembly of the ancient parliament of Burgundy. It has four churches, remarkable for the richness of their architectural decorations, and also a university, deservedly celebrated. A French Protestant Chapel-service by the Rev. Mr. Pertuzon. At the gates of the town is the Chartreuse, where some of the members of the ducal family are interred. It has a few small manufactories of woollens, cotton, and silk. Fine promenades.

The Museum in the ancient ducal palace, should not be omitted to be visited. It contains two most splendid marble tombs of Philippe le Hardi, & Jean his son, Duke of Burgundy, which are reckoned quite chefs d'œuvres; also a gallery of paintings, and especially a variety of curious and beautiful ecclesiastical relies. The cathedral which has a wooden

spire, will also repay a visit.

The town has a rich and extensive museum, a picture gallery, a cabinet of natural history, botanic gardens, a fine theatre, and a public park designed by Le Notre, under Louis XIV. The renowned wines of Chambertin, Vougeot, Romance, and Beaune, are grown in the immediate neighbourhood.

PRINCIPAL BANKERS .-- Messrs. Dunover and Co.: Marion & Co.

Conveyances .-- The railway from Dijon to Belfort is now open, see page 43. Railway from Diion to Marseilles via Lyons and Avignou, see pages 44 to 47.

#### Dinan.-9,000.-Hotel:-Dr Bretagne.

A fine old town of Brittany most picturesquely scated on a steep granite rock, 200 feet above the River Rance. The old parts of the town are rich In picturesque domestic architecture, overhanging gables, old arcades, &c. The cathedral of St. Sanveur contains some bas-reliefs of the Loves of Pysche and will afford abundant food for the antiquary. The neighbourhood is delightful and abounds in charming walks and views. Living is very cheap. Board and lodging 5 fr. per day.

There are a great number of English residents here; and also a chapel in which the English church service is performed every Sunday at 114 a.m.

#### Dole. - Stat. - HOTEL DE FRANCE.

This town, in the department of the Jura, is situated on the Doubs. It formerly belonged to the The Railway from Dijon to Besancon Spaniards. being opened and passing through Dole, it is now a town of some importance between Paris and Geneva

For Railway, see page 43.

## Doual .- Stat., Northern of France .- Hornes :-

HOTEL DE FLANDRE, and DU COMMERCE.

Population 18,000 — of very remote origin; conveniently situated for its extensive trade on the river Scarpe, which communicates with the canal of Sensée. The railway station here is quite within the walls, and the line twice crosses the fortifications. It

253 FRANCE.

is pleasant to see in this city of industry and the arts ! the triumph of the modern ideas of free and peaceful communication over the feudal and exclusive military spirit. Picturesque Beffroi. English Roman Catholic College. The ramparts afford very agreeable promenades. Conveyance hence to Cambrai, Bouenon. and Henin-Lietand. The Northern Railway, at this point. divides into two branches, the one proceeding to join the Belgian railways by Lille and Mouscron, the other by Valenciennes and Quievrain to Brussels and Cologne.

Conveyance.-Railway, see pages 12 to 15. Dunkirk (DUNKERGUE in French). - Stat. Northern of France. - HOTEL: -

CHAPEAU ROUGE.

A sea port in French Flanders, 25 miles N. E. from Calais, with bad harbour and long pier. This old town, which contains near 30,000 inhabitants, is one of the cleanest in France, and has lately been a favonrite residence for English Families of respectabllity, the moderate rate of living and the general excellence of the Flexush servants rendering it a place well suited to English habits and requirements. It has a fine Gothic Beffrol. There is an English Church, which is at present under the care of the Rev. — Cooke, M.A., a highly esteemed clergyman of the church of England. Kiven Kerr, Esq., the English Consul, by his able administration of the duties of his office, has also contributed much to raise the importance of the town.

CONVEYANCES.—By means of the branch of the Northern Railway, Calais, Lille, Ostend, Valenci-ennes, Brussels, Antworp, Paris &c., are easily accessible, see pages 12 to 15 and 63, the Junction is at Hazebruck. . The traveller desirous of going direct to Country could stop at Cassel and walk to Poperinghe, and then take the train direct to Ypres and Courtray.

Eaux Bonnes .- Hotel: Hotel De France. A very pretty watering-place in the High Pyrenecs, about 26 miles from Pau, whence a carriage may be had for 20 francs. The scenery cannot be surpassed. Beautiful neighbourhood. hotels are dirty and expensive-the price of carrlages extortionate.

Diligences to Pan daily, and to Eaux Chaudes and Gabas several times a day.

## Eaux Chaudes .-- HOTEL DE FRANCE.

A very romantic watering place, 4½ miles from Eaux Bonnes, exceedingly dull, but well worthy of a visit.—the high road being cut through a magnificent pass in the mountains, and abounding in fine scenery. The heat of the water is 95 degrees.

Enghien .- Stat .- N. of France.

HOTEL DE QUATEE PAVILLONS.

A village 7 miles North of Paris, situated in the valley of Montmorency, with an establishment of baths. The large lake is surrounded by plantations and picturesque villas. The opening of the railway has added considerably to the importance of this village, which is one of the prettiest places near Paris, and attracts good society The town of Montmorency, which is close at hand, will be found of great interest. The church, situated or an eminence above the lake of Enghien, is a master-piece of Gothic architecture of the 14th century. The Château de Luxembourg, built in the reign of Louis XIV., presents some magnificent prospects. The Hermitage, in which J. J. Rousseau lived, and the house called Mont-Louis, to which he afterwards removed, are much visited.

CONVEYANCES.—Rail to Paris, Pontoise, Amiens, Douai, Brussels, Lille, Dunkirk, and Calais, see pages 13 to 15.

Epernay .- 7300 -- Stat., Paris and Strasburg .-HOTELS :-

DE L'EUROPE, DE L'ECU, and DU BUISSON.

This town in Champagne is noted for its wines. 88f Eng. miles E. of Paris and 14 from Rheims. It is situated in the department of Marne, on the river Maine.

CONVEYANCES .- Railway to Strasburg, Paris, &c. sec pages 52 to 55..

Evreux.--Stat.--11,950.

HOTEL: -- DU GRAND CERF-good.

Capital of the department of the Eure, and seat of a diocess, s.tuated in a hollow among orchards and garders, on an island formed by the Iton. The only buildings worthy of notice are the Cathedral which has a tower of 260 fect, and some good stained glass; St. Taur'n's Church which has a very ancient specimen of the byzantine style; the Bishop's Palace of the 15th century; there is also in the neighbourhoot a good Botanical Garden,

There is a considerable trade here in coarse

cottons, stockings, linen, and leather.

CONVEYANCES.—Railway to Caen, Cherbourg, and Paris. See page 22. Diligences to Bretenil, and Paris. Chartres, Dreux, &c.

Fontainebleau. — 8,200 — Stat., Paris and Lyons. -- Hotels: --

May be reached by rail, or por steamer from the Quai de Greve, Paris.

Situated in the hollow of an extensive ferest of the same name. 'It was but a little hamlet in the days of Louis VII., but owing to the royal favours showered upon it, it soon rose to be a place of importance. Its chief object of attraction is its Château Royal, a palace whose historical interest cannot fail to recommend it to the visitor. In it there are fourteen pictures in fresco, the work of Rossi (Maitre Roux), a Florentine, and his scholars. Primaticelo is said to have designed the ornaments seen all round; and one of Dance is alsoattributed to him.

The paintings have all been chosen for their allegorical reference to the life of Francis. For full description of the Palace of Fontainebleau see Bradshaw's Handbook to France, and also Bradshaw's Guide through Paris and its environs. gardens, though not remarkable, will repay a visit, For Railway, see pages 41 and 45.

#### **Granville.**—Hotels:—

HOTEL DU NORD.

A small scaport town. Singularly built under a projecting cliff. Population 8000. Much resorted to for sea-bathing.

BRITISE CONSUL. -- John Turnbull.

BANKERS.-Coussel and Co.; Jouet and Gannier. Conveyances .- Steam-packet to Jersey, see page 254 FRANCE.

191. Diligences:—For Paris three times dally; for Avranches, St. Malo, Dinan, Nantes, and Bordeaux, daily.

#### Granoble.-26,800.-

This fortified town is situated about 70 miles south of Lyons, in the department of the Isere. and is divided by the river Isere into two parts, which are joined by two bridges. Grenoble, though not a fine town, has several spacious squares; the streets are tolerably wide and regular, but the houses ill-built, and part of the town is exposed to inundation from the Isere. It is surrounded with ramparts. The public buildings are the ancient Hotel do Losdiguières now the town-house, with its spacious gardens, used as a public promenade; the court-house, an elegant go-thic building, situate in a square; the cathedral, a heavy edifice, also in the gothic style; a university, a great provincial school, an academy of arts and sciences, societies of medicine and agriculture, an artillery school, and on an eminence, near the middle of the town, stand the ruins of a once strong citadel, called the Bastile. The town also contains a library of 70,000 volumes, a museum, a botanical garden, a cabinet of natural history, a small cabinet of antiquities, and several fine fountains. The view from the fortifications on the right bank of the Isere is very fine. The principal manufactures are gloves, cotton articles, and different kinds of liquors.

Havre .-- 25,400 -- Stal., Paris, Rouen, and Havre Rail.-- Hotels:--

HOTEL DE L'EUROPE, Rue de Paris, cannot be too highly recommended; good rooms, excellent enisine, and attentive servants.

Wheree's Hotel—a comfortable and highly respectable house, strongly recommended to travellers.

Attendance at hotels, I franc per day.

Attendance at hotels, I franc per day. This large, important, thriving commercial city appropriately termed the Liverpool of France, as well as the Brighton of the Pavisians, by whom it is much frequented from May to September for seapathing, which is excellent—contains a theatre and baths, an excellent Exchange, Chamber of Com-merce, Merchants' Club-house in the Rue de Paris, in which there is a well-assorted library, readingtoom (on the tables of which are hald all the leading European, Indian, and American journals), smoking and conversazione rooms; Lloyd's, at which can be seen all the principal Continental and English papers—entrance for non-subscribers, I franc daily. The new liotel de Ville, centrally situated in the Place Napoleon III.—the spacious gardens of which are beautifully arranged and decorated with handsome fountains—is a large, magnificent edifice, closely resembling the Tuileries in its style of architecture; the Museum, with its extensive and well-selected library; fruit, fish, flower and meatmarkets. The squares of Napoleou, Louis XIV., and du Commerce; and the bathing establishments; The English chapel, Rue d'Orleans, is a neat but badly ventilated building, Chaplain, Rev. H. Wilson; the American church, Rue de la Palx, Res. E. E. Adama, Chaplain, service 11 a.m., and Annua the Imperial tobacco manufactory; docks; the new fortifications, which are rapidly progress-

ing: the promenade on the pier, close to Frascull's hotel and bathing establishment. The traveller should not omit to visit the picturesque village of St. Addresse, which is completely studded with pretty villas, with beautifully arranged, luxuriant gardens. Here is a neat church, cemetery, extensive bathing establishment, large hotel, and oyster parks &c :. lighthouse, and sugar loaf monument on the heights which commands a most extensive view of the sea and adjacent coast, and which was erected by the Countess of Desnouttes, in memory of her husband, General Count Desnouttes, who perished in a shipwreck off the coast of Ireland, in 1834. The concourse of visitors at this place on Sundays and Fete days is immense. La Côte, with the large handsome suburban villas (beautifully situated in extensive well-arranged gardens and pleasure-grounds) of the French, English, and American merchants, commands a fine view of the Normandy coast; and also the pretty quiet village of Sanvic should be visited.

Charge for clearing baggage at Custom-house, and delivering the same at owners' residence or hotel, 12 sous each package. Commissioner, for clearing luggage, 2 francs.

ENGLISH PHYSICIAN .- Dr. Tarrel.

CONVEYANCES. — For Steamers, see page 192. Railway trains several times a day to Paris, Rouen, Dieppe, Caon, Mantes, and Poissy, see Time Tables, pages 20 and 21.

Hyeres .- (ISLES D'HYERES)-9,000.

HOTEL DES AMBASSADEURS.

Hyeres is about a league distant from the sea (of which, however, and of the adjacent islands it has a good view.) and eleven miles from Toulon, whence there is communication by diligence several times a day. The accommodations have much improved within the last three years. New buildings have been erected, and many allorations are about to be effected, the number of English and other (chiefly French) visitors increases yearly. The envirous are beautiful, abounding in delightful walks among the monatains and valleys, clothed with cork trees and other evergreens. There is an English chapel, Divino Service twice on Sundays during the Winter months. A circulating library and reading-room. Sapples pretty abundant and of fair quality. English prescriptions are tolerably propared.

As respects climate, Hyeres partakes of the general character of the coast of Provence: it is dry, and less variable than that of Nice, less rain falls in winter. The place however, being mostly frequented by invalids, is comparatively deficient in resources for amusement. See "South of France," by Dr. Lee, 3a. 6d., Adams, 59, Fleet Street; Galignani, Paris.

Honfigur.—Hotels:—Le Cheval Blanc.

A scaport town, situated at the mouth of the Scine, containing about 10,000 or 11,000 inhabitants. The river is seven miles wide; steam-boats keep up a daily communication between Honfleur and the opposite coast, on which is attnated Havre. Though the situation of the town is very pleasant, yet it is dirty, and utterly barren of interest for the

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fraveller. A magnificent view of the Selne can be had from the church of Notre Dame de Grace to the west above the town. Visitors should not omit to wist Lx Côte de Grace, which abounds with beautiful picturesque walks all along its wooded heights, and which commands a fine view of the sea, River Scine, Havre de Grace, Hartleur, Incouville, and La Cote. This place is much frequented by the inhabitents of Havre on Sundays and fete days,

ENGLISH SCHOOL.-Rev. F. Ford, late of Heidelberg. Joinville.-Stat.-Hotel:-Soleil D'OR.

An interesting old town beautifully situated on the Marne at the foot of a hill and in the midst of vineyards. There is an abundant supply of iron ore in the vicinity, and many extensive forges on the banks of the liver.

Converances.-Railway to Chaumont, Blesme,

Epernay, Paris, &c., see page 55.

Larnothe — Stat.—This place is a junction to La Teste; there is neither town, village, nor house to be seen, except the Station. This part of the country is called the Landes, i. e., the uncultivated country. There are no roads, and nothing but heath and marshes for miles.

CONVEY INCLA-Rail to Bordeaux, Bayonne, &c.

Sce page 39.

Langres. -Stat. -9,000.

HOTEL:-- DE L'EUROPE-excellent.

An ancient town, sous-prefecture, bishoprie, and fortress situated on the side of a hill at the foot of which flow a the Marne. Langres is the principal seat of the flue cuttery trade, and may be called the Shetheld of France. The principal objects of interest are the romanesque Cathedral; the Hotel do Ville, containing a library of 30,000 volumes; and the Museum.

Conveyances. — Railway to Mulhouse, Bale, Troyes, Paris, &c., see page 56.

Laon. - Stat .- 10,000 -- HOTEL: -- LA HURE.

A fortified town situated on a lofty hill in the midst of a fertile wine country, and half way between the Aisne and Oise. The old walls and ramparts command a series of fine views on all sides. The fine Cathedria of Notre Dame by which the town is surmounted is an excellent and interesting specimen of the early pointed style. It has five towers, deep portals, stained, rose, and other windows, and several ornamental side chapels. The church of St. Martin has two flue towers. The Town Penchée, or leaning tower, is very curious. The caves in the rocks are worth notice. Stockings, bats, &c., are manufactured here, and there is a considerable trade in corn and winc.

CONVEYANCES.—Railway to Reims, St. Quentin, Paris, Namur, Liege, Charleroi, &c., see page 16.

La Rochelle.—Stat.—14,500.

HOTEL:—LA POSTE—exceedingly good.
Capital of the department of the Charente
Inferieure, bishop's see and port, situated on an
inlet of the Ray of Biscay. Vessels of 500 tons can
enter the harbour, which consists of two docks
surrounded by houses, and quays planted with
trees. The forifications were planned by Vauban.
The streets are well built, and most of the houses
have covered pertices. The only buildings worthy
of nether are the de Ville, a fine building in
The street has the state of the bushop's

palace; the tower of the Church of St. Sauvenry, the hibrary, which contains 20,000 volumes; and the gothic Ports de l'Horlogo. There is a trade in wine, sait, these, fish, &c., but the principal article of commerce is brandy.

Converances.--Railway to Rochefort, Bordeaux, Poitiers, Tours, Orleans, Paris, &c , see page 38.

Laval.—Stat.—Hovel de Paris—the best. A very fine town in the department of Mayenne, in Brittany. It has a theatre and several public buildings and cafés. The Tours and Bordeaux Railway can be reached either by taking the Dilig. Angers, or the Railway to Le Mans, and to Tours. Conveyances: Railway to Le Mans, Rennes, and Paris, see page 24. Dilig. to Rennes, Brost, St. Malo, & Avranches; to the latter in about 8 hours.

Le Mans.—Sat.—Horet.—Le Dauphin.
Le Dalphin —A very fine town in the Department of the Sartle, and well worthy of a visit.
It has a Theatre, a Cathedral, Boulovards, and
several Catega, and a large Market-place, where the

Diligences start from.

CONVEYANCES.—Railway to Laval, Rennes, Tours and Boideaux; see pages 24 and 37. Diligences of Tours, by Chateau du Loir, and Ecomingy, and by La Chartre-sur-Loire and G. Luco. The Diligence, via la Chartre, Starts at 1 a.m.; time, about 10 hours. Diligence to Angers.

Libourne. - Stat. -- 10,500. --

HOTEL: -- DE FRANCE .-

A fine well built town in the department of the Ghoode, situated on the Dordogne, at the influx of the Isle, which is crossed by a handsome suspension bridge. The walks in the neighbourhood are deplicated. At a short distance from Libourne is the remarkably interesting and ancient town of St. Emilion, possessing a great number of antiquities, among others the Laque of Cardinal de Canterac's palace; the hereaftage of the Saint cut in the rock, where they show his stone bed and chair; a mong little temple or church in the rock; a round gothic church; and the rulus of the Chateau du Rol, which has a most curious tower. St. Emilion is faunced for its wines.

Conveyances.--Ratiway to Bordeaux, Poitiers Tours, Orleans, Paris, &c., see page 34.

HOTEL DE L'EUROPE, the first in the town, an highly recommended.

Population 68,500. A very fine city, and one the most considerable in France. It communicates by canal with Sensee and the sea; and the river Detile, which runs through it, is navigable. The fortifications are recknond Vauban's chef d'arreres. The streets are wide, and well formed; the houses mostly in the modern taste and well built.

OBJECTS OF ATTRACTION.—The Bourse, the Theatre, the Palace of Richebourg, bullt in 1430, now the Hotel de Ville, the church of St. Maurice, the Hospital, founded in 1739, the Museum, the Bridge, the Concert Hall, the Gaol, the Bottenical Garden, the Triumpital Arch, erected in 1782 in honour of Louis XIV., and the Column raised in memory of the slege sentained by the city in 1792.

English Church Service twice on Sundays; also at Croix and Roubaix, Revs. R Watts, and J. Gilman, chaplains. Conveyances.—Railway to Arras, Amiens, and Paris, &c., see Time Tables, pages 12 to 15.—To Mouscron, Courtray, Ghent, & Brussels, pp.63,70,71.

Lisieux.—Stat.—HOTEL DE FRANCE.—A town in Normandy, very pretilly situated, and lying between Bernay and Caen. Distance to Cormelles and Pont Audemer, thirty-seven Kils.; to Cormellies, 19 Kils. The walk is very charming all the way to Pont Audemer.

CONVEYANCES.—Italiway to Caen and Bernay. See page 22.

Limoges.-37,000-Stat.-Hotel:-

256 English miles from Paris, 255 from Pan, and 66 from Potiers. It is situated in the department of Upper Vienne of which it is the capital, on the Vienne. Limeges contains severa fine squares and fountains, also a cathedral, said to have been built by the English. The town car ries on a brisk trade, and its manufactures are of cotton and woollen cloths, glass, porcelain, pottery, paper, &c. Horses are raised here.

Converance.-Railway, sec pages 28 to 29.

Luz.-Hotel: Hotel des Pyrenees.

A protty village in the High Pyrenees, on the road to Gavarnic, with a curious church—about 11 miles from Cautertes, and half a mile from the baths of St. Sauvenr. The excursion to the Grande Chaos and Gavarnie on horseback, ten hours, should on no account be omitted, being anatemeded with danger, and embracing the finest seenery in France. Grebo de Barego manufactured here.

CONVEYANCES.—Diligences daily to Turbes and the neighbouring towns.

Lyons.—Station.—(with Map in Special Edition.)—Itotels:—

GRAND HOTEL DE LYON, a first class hotel for families and gentlemen.

HOTEL DE L'EUROPE, particularly good, and commanding on one side a delightful view of the most picturesque scenery, including the Fourviers hills and the Saone.

HOTEL DE L'UNIVERS, near the Post-Office and Steam-hoats, and the nearest to the universal RailwayiStation of Perrache, is a first-class Hotel, and highly spoken of. Mr. Glover is English.

HOTEL COLLET, Rus Imperial, near the Place Belle Cour—very good and comfortable.

Lyons is the chief manufacturing city of France. Population, including suburbs, 275,000. Well situated at the function of the two great rivers the Saöne and the Shone. The Rhone is crossed by 8 bridges, and the Saöne by 9. Lyons contains many public squares, among which is that of Louis ic Grand, or Beliecour, one of the most magnificent in Europe, adorned with beautiful lime-trees and an equestrian statue of Louis XIV. This city contains one of the fluest libraries in France consisting of nearly 100,000 volumes, and scientific and benevolent institutions are numerous. Within the walls of the city there are upwards of 7,000 establishments for the manufacture of silk, amploying nearly 20,000 looms. The streets which run parallel with the river, have their names on

black plates, and those running at right angles with them on yellow plates; there is a magnificent view from the Observatory. No traveller should omit ascending the height of Fourdières, on account of the magnificent view to be obtained therefrom. On a clear day, the Alps and Mont Blanc can be seen in the distance. It is 326 miles S.E of Paris, and 224 N.W. of Marseilles. For climate, &c., see Bradshaw's Companion to the Continent, (price 7s. 6d.)

The descents of the Saone from Chalons to Lyons, and of the Rhone from the latter town, in many respects resemble that of the Rhine. In fine weather it may be doubted whether the scenery is not equal in beauty and variety. The cities on the Rhone are, generally speaking, of very remote antiquity, much more so than those on the Rhine. The historical associations are, at least, of equal interest, whether considered with reforence to the period of classical antiquity, to that of the feudal ages, or to the more recent one of the French revolution. Ruins of ancient casties and foriresses frequently occur, whilst the bon vicant is gratified by observing as he passes, the vineyards which produce Cote Rot, Hernitage, and St. Perny.

ENGLISH EPISCOPAL CHURCH, No. 2, Rue de Pavle, Quai de Bon Rencontre. Divine Service at half-past 11 morning.—Chaplain, Rev. E. Maguire.

OBECTS OF ATTRACTION.—The Cathedral, the Churches, the Hotel de Ville, the Museum, the Place Bellevour, the numerous bridges, the Observatory, from which Mont Blanc may be distinctly seen on a line evening, &c.

The Hydrotherapique Establishment at Serin, between Lyons and Isle Barbe, is half an hour's distance from Lyons.

CONVETANCES.—Lyons to Paris, by Railway, see page 45. Railway to Roamie, see page 33. Railway to Marseilles, see page 46. Railway to Genova, see page 50. Diligence, see page 232. Steamers to Valence &c., see page 199.

Macon. -12,600 - Stat., Paris and Lyons --

HOTEL DES CHAMPS ELYSEES, situated in the centre of the town. Good and moderate.

HOTEL DE L'EUROPE, a most comfortable house, scrupulously clean, charges moderate. The host and hostess obliging and attentive.

Macon is 275 English miles south of Paris. Birthplace of Lamartine, situated on the river Saône, across which the railway to Seyssel is carried. Macon has a fine promenade, and a trade in wine.

Passengers from Paris to Geneva, or Chambery and the Mont Cenis, proceed by this line to Amberieu (where the main line from Lyons is joined).

CONVEYANCES.—For Paris and Lyons Railway, see pp. 44 and 45; Lyons and Geneva Railway, p. 50. Steamers between Chalons and Lyons, calling at Macon, pp. 185 and 199,

Mantes.—Stat.—5000. Hotel:—Grand Cerr.

Beautifully situated on the banks of the Seine, and called La Jelle, or pretty. It was burnt by William the Conqueror in 1996, and it was here that he received the hurt which caused his death's few days after. The buildings worthy of notice are the

Cathedral of Notre Dame, with its triple portal, tall square towers, and delicate choir; and the beautiful tower of St. Maclou, which is all that remains of the church.

Conveyances. — Rail to Paris, Rouen, Havre, Dieppe, Caen, Cherbourg, &c., see pages 20 to 23.

Marzeilles.—185,000—Stat., Marseilles and Lyons Railway—(with Map in Special Edition).

Hotels:--

GRAND HOTEL DES EMPEREURS.—A first-class Hotel, and splendidly situated.

GRAND HOTEL BEAUVAU.—An excellent hotel for families or single travellers, most centrally situated.

HOTEL DES AMBASSADEURS.—A first-rate good house, in an excellent situation, deservedly recom-

mended. The "Times" Newspaper daily.
GRAND HOTEL BRISTOL transferred to 24, Place
Noallies, in a good situation and much improved.
Mr. E. Gillot, proprietor.

HOTFL D'ORILET.—One of the best Hotels in the South of France.

Chief port of the Mediterranean, and Steam Packet Station for Italy, the Peninsula, and the East, with a wonderful natural and artificial harbour, but so foul and unwholesome that all who can, steep in their villas or "Bastides," of which there are thousands within a few miles of the city. The ports of Marseilles afford accommodation to nearly 2,000 vessels of all classes. The city was founded 600 years before the Christian era, by a colony of Phocoans. Marseilles is considered by many as the finest city of France, and the various approaches to it are lined with trees and wall-built houses; the city itself is composed of the old and new towns, the latter portion especially being elegantly built. Worthy of notice are the Square and Fountain of the Obelisk, the Prado. which is three miles long, the fine broad Street Cannbière, and one or two Churches-also the remarkable Chateau d' If, at the entrance of the Port. The manufactures consist chiefly of tobacco, printed goods, hats, glass, porcelain, china, soap, coral, &c. There is a good view from the hill "Notre Dame de Garde," Its museum contains poor pictures; it has also a fish market, flower market, and a jardin des plantes, &c. It is 218 miles south by east of Lyons, 300 east-south-east of Bordeaux, and 534 from Paris.

CONVEYANCES.—Railways, see pages 46 to 49, For the sullings of Steamers from this port to all parts of the world see page 195. For Dil igences see page 200. London by way of Paris may now be reached in 37 hrs. Fare, £6. The direct route by land to Nice is through Draguignan, which is a small town situated half way between Marseilles and Nice, and where invalids usually steep a night en route. The journey from Marseilles to Nice occupies 25 hours.

English Chunch, 100, Rue Silvabelle. Service performed by the Rev. M. John Mayers; morning,

at half-past 10; afternoon, at half-past 3.

Meanum. Stat.—8,900.—Horne: - La Shreme.
A well-built town, sous-prefecture, and bishopric,
sinasted in the miles of a beautiful country on the
canal de l'frured, and the Marne, which divides it
into two, the part to the south being called the

Marché, and is connected with the other part by a bridge. The buildings worthy of notice are the Cathedral of St. Ettenne, which is a splendid gothie structure, 332 feet long, with a high tower from which there is a most extensive view; the Hotel de Ville; communal college; public library; and beautiful ca alry barrucks. There are some fine premenades and delightful walks in the neighbourhood. The famous Fromage de Brie is made here. Convexances. — Railway to Parls, Epernay,

Nancy, Strasbourg, &c., see pages 52 to 55.

Melun.-7,500.-Stat., Paris and Lyons.

HOTEL DE FRANCE.

274 English miles from Paris, capital of the department of Seine and Marne, on the Seine. It hasa trade with Paris in corn, meal, wine, and cheese. For Railway, see pages 44 and 45.

Metz.—Stat., Paris and Strasburg.—Hotels:— Hotel De L'Europe, a first-rate hotel for families and gentlemen, very good in every respect.

and gentlemen, very good in every respect.
Population 43,500; 1984 English miles F. of Paris. The aucient Divodurum, a strongly fortified town, capital of the department of the Moselle, at the confluence of the Seille and Moselle. The circumference of the whole town and fortifications is between three and four miles; the breadth is nearly equal to its. length. Two que ers, the east and north, are insulated by interso dons of the rivers; the latter are bordered in some parts with quays, and crossed by a number of small bridges. The public squares are small; the principal are the Place d'Armes, near the centre of the town, the Place de la Comedie, and the Place Mazelle. The esplanade is a fine walk. planted with trees, and separating the town from the old citadel. The principal public buildings are the governor's residence on the esplanade; the cathedral, forming one of the sides of the Place. d'Armes, which is much admired; the theatre, the town-hall, the residence of the intendant, the hospitals, and a number of churches and religious houses, and likewise extensive barracks. There is an extensive public library. The manufactures are cotton, linen, muslin, gauze, fustlan, chintz, calico, and different kinds of woollens. The leather trade is considerable. It has a Roman Aqueduct.

Conveyances.—Railway to Nancy, Forbach, and Thionville, page 51.

Moissac. - Stat. -- 11,000. -- Hotel: -- Grand . Soleil.

An ancient town situated on the Tarn, in the department of the Tarn et Garonne. Its principal objects of interest are the remains of the abbey and the Church of St. Pierre and St. Paul, which has a very remarkable porch, covered with figures of the Annunciation, Adoration of the Wise Men, the Flight into Egypt, &c., the whole being remarkably bold in design, while the capitals of the pillars of the cloisters are ornamented with grotesquefigures in the same style. The trade is in saffron, corn, and wine.

Convey ances. — Railway to Bordeaux, Agen, Toulouse, Cette, &c., see page 40.

Montauban. — Stat. — 25,000. — HOTEL: — Da L'EUROFE. — Very good.

Chief town of the department of the Tarn et Garonne, aituated on the right bank of the Tarn, on a plateau some 50 or 60 feet above the river. Th 258 France.

principal objects of interest are the cathedral, a modern building in the Italian style; the Hode Ville; the Prefectore, with its four turrelts; the bishop's palace; the Protestant theological college, and the library, containing 10,500 volumes. From the Promenade des Terrasses there is a most extensive view commanding the whole of the magnificent plain extending to the Pyrenees and the sea, a distance of 50 leagues.

Montanban is a thriving manufacturing town with an extensive trade in woodlen serges (Cadis de Montanban) silk stockings, cottons, drugs, spices, &c.

Conveyances.—Railways to Agen, Bordeaux, Cette, St. Christphe, &c., see rages 40 to 42.

Montbrison.-Stat.-HOTEL.-

DU CENTRE.

Population 6,400; 320 E. miles S. of Paris.—The capital of the department of the Loire, on the Vigez. CONVETANCES.—Rallway to St. Etienne, Lyons, and Roanne, soe page 32.

Montpellier .- Station .- HOTFL :-

HOTEL DU MIDI.

A very ancient city, the capital of the department of the Herault, containing a population of 40,200. It is highly celebrated for the salubrity of its air, and for its extensive and interesting prospects, which on the one hand embrace the Pyrences, and on the other the Alps, and is much visited by invalids from foreign countries. The town is situated on a declivity between the rivers Masson and Lez, about five miles from the sea, with which it communicates by means of the Canal de Grave. Some of the streets are steep and irregular; in the interior of the town they are winding, narrow, and dark, the most regular and the best houses being in the suburbs. The public premenade, called Peyroun, is one of the finest in Europe; an equestrian statue of Louis XIV, was erected in it in 1829. Montpellier is the seat of a celebrated university, famous for its school of medicine; the anatomical theatre alone is capable of accommodating about 2000 persons. The town also contains a botanical garden, museum, cabinet of natural history and anatomy, an observatory, and a public library of 35,000 volumes and many valuable manuscripts.

The principal trade is in tartars, verdigris, wool, wine, aqua vites; woollen carpets, fustians, and slik shockings. It is 520 miles distant from Paris, and 115 fillus west of Marseilles by rail.

CONVEYANCES.—Railway to Nimes, Tarascon, and

Catto, see page 48.

Malhouse.—Stat., Strasburg and Bale Rail-

HOTEL DE PARIS.

Population 20,500; 295 English miles from Paris; and 19 E. miles from Bale, situated between two arms of the fiver Ille, and on the canal of Monsieur. It is well built, and contains some fine edifices, of which the chief are the church of St. Stephen, belonging to the Reformed church, the Catholic church, the town-hell, the college hospital, &c. There are numerous manufactures of printed sites, estions, ribbons, wool and cotton yarms, laces, whether the products. Arming the manufacturing establishments, that of the brothers Rocchin is remarkable.

Also the Naghelin Spinning Factory (95,000 spindles). In the neighbourhood at Dornach there are the works of the Messrs. Dollus, Miss and Go. The trade consists of corn, wines, ardent spirits, and native manufactures. There is a picture gallery here,

Conveyances.—Railway, see pages 56, 57, 58, 59.

Nancy.—Stat., Paris and Strasburg.—40,200.—

Hotel:-

HOTEL D'ANGLETERRE, a comfortable house, op-

posite the Railway Station.

Distant 220 E. miles from Paris, and 93 from Strasburg by rail. Capital of the department of Mourthe on the river of that name. Divided into old and new towns; the latter by far the larger as well as more handsome of the two. The gates of Nancy are particularly fine, and are more like triumphal arches than the mere entrances to a city. royal square, built by Stanislaus, is surrounded by an iron railing, and by some of the finest buildings in the town. The streets of the old town are narrow and crooked; but it contains two elegant squares. Besides the old and new town, Nancy has two well built suburbs. Of its public edifices the chief are the elegant town-hall, the cathedral, a large modern edifice, the church of St. Sebastian, the church of Notre Dame, and the theatre, all situated in the new town; the palais de justice, the exchange, the arsenal, the barracks, and churches. Extensive and beautiful promenade. Nancy has no manufactures of consequence, with the exception of linen, woolleft, and embroidery.

Conveyances.—Railway to Paris, and Strasburg, see pages 52 and 54; to Metz and Forbach, see p. 51.

Nantes.—Stat.—Hotels: — Hotel de France.

One of the largest and richest commercial cities in France, capital of the department of Lower Loire, seated on the Loire. It was formerly the residence of the Dukes of Bretagne, who built a strong castle on the side of the river, which still exists. The cathedral contains the tombs of the ancient dukes, besides which there are a collegists church and 11 parish churches. The bridges over the Loire, in which are some islands, are almost a league in length. The city contains 20 squares, 17 churches, and many handsome buildings, together with scientific and literary establishments, and a collection of tolerable paintings. Infamous for its Noyades. The suburbs exceed the city in extent. A great quantity of salt is made in the territory of Nantes, both at the bay of Bourgneuf and in the salt marshes of Guerande and Croisic, and a great manu-facture of preserved provisions is carried on here. Large vessels can come no higher than Paimbouf. which is 30 miles from Nantes; but its fine quays are crowded with those of less burden than 200 tons. It is the great point of export of brandy. It has some building yards for Steam vessels, and also large naval store-houses. Population 91,300. principally engaged in fighing, and in the manufacture of cotton goods, glass, &c It was here that Henry IV. promulgated the famous edict, in 1898, in favour of the Prefestants, which was revoked by Louis XIV. in 1685. It is 269 miles W. of Paris by: rail, and 58 from Rennes.

CONVEYANCES.—Railway to Paris, see pages 31 to 36. Steamers, see page 202.

Nevers.-16,100-Stat., Paris and Brioude Rail.-Hotel:-De France.

189 English miles South of Paris, and 116 from Lyons. This is a considerable but dirty ill-built old town on the Loire, with narrow and winding streets. The cavalry barracks is a large building. The Loire is here crossed by a fine bridge of 20 arches. The town contains manufactures of inonwares of massive character, glass, plate, earthenware, and cnamel.

Convergnces.—Railway to Orleans, Paris, &c., see page 30 & 31.

#### Nismes .- Stat -- Hotels:--

Mismes is the capital of the department of Gurd, and a Bishop's see. Here are unmerous monuments of antiquity, of which the amphitheatre, built by the Romans, is the principal. There are likewise the ruins of a temple of Diana, and a grand tower. It is much and descreelly celebrated for the number and interest of its antiquarian remains. The Maison Quarrée, or the Square House, is one of the finest pieces of architecture of the Covinthian order in the world. Here are manufactures of silk, atokings, cloth, leather, &c., and a considerable trade in silk, corn, dried fruits, oil, and wine. It is seated in a plain, abounding in wine and oil; population, 49,500; 79 miles N. of Marseilles.

Bosides the antiquities mentioned, the public gardens, in which the remains of the temple of Diana are situated, and from which the Tour Magne is reached, are worthy of notice for their extent and arrangement. A band plays here on Sunday atternoons. The view from the Tour Magne is one of the most extensive in France. In the "Grande Place" there is a magnificent marble fountain by the great sculptor Pradier, which cost \$50,000 france, and is probably the finest in France; when viewed by moenlight the effect is admirable. No traveller should outly visiting the Pont du Gard, a pleasant day's excursion from here, 15 miles distant; 12 frs. for a cab.

Conveyances.—Railwayto Alais, Montpellier, and Cette, see page 48 Alais and Besseges page 48, Malles Postes for Paris, at 9 p.m.; for Lyous, at 9 a.m.

Noyon.—Stat., Northern of France.—HOTEL:— DES CHEVALETS.

Population 6,500; 77# English miles from Paris, and 28# from St. Quentin. It has manufactures of linen, leather, hats, and stockings.

CONVEYANCES .- Railway, see page 16.

Orleans.—Stat.—43,400.—Hotel:— Do Loiset.

Capital of the department of Loiret, situated on the rt. bank of the Loire, 76 miles S.W. of Paris and 74 M.W. of Tours,—a Bishop's see. Many of the houses are built of wood, and the streets are very krzegular. Under the sons of Clovis it was the

capital of a kingdom. In 1428 it stood a memorable siege against the English, which was raised by the eclebrated Joan of Arc, called the Haid of Orleans. The principal public buildings are the fine cathedral, town-house, court of Justice, mint, and theatre. The trade consists in stockings, sheepskins, wine, brandy, corn, grocery, and particularly sugar, which is brought raw from Nantes and Rechelle. The faubourg of Paris is of a prodigious length, and that of Olivet, on the left side of the Loire, has a communication with the city by a bridge of nine arches. Near the city is a forest, containing \$1,000 acres planted with oak & other valuable trees.

OBJECTS OF ATTRACTION.—The Botanic Garden and Museum; Cathedral, with fits two lofty towers, upwards of 250 feet in leight, and regarded as one of the finest Gothic edifices in France; small bronze Monument of the Maid of Orleans; Belfry Tower; the Hotel de Ville, &c. The Public Library contains about 30,000 volumes.

Converances.—Railway to Paris, Tours, Angers Nantes, and Bordeaux, pages 27 to 37.

Paris.—Stat.—(With Map in Special Edition.— Hotels:—

GRAND HOTEL Louvois, Place Louvois, in the Rue Richhen, most centrally situated, and a well-conducted, clean house.

Hofel D. LA GRANDE BRETAGNE, excellent and recommended, as a comfortable family hotel.

Horel Des Deux Mondes et d'Angleteres, 8, Rue d'Antin, first rate, cannot be too highly recommended for its comfort, cleanliness, and charges.

HOTEL METRICE.—First class for families and gentlemen, good in every respect, and most conventently situated from its central position and proximity to the fulleries. Mrs. B. Calllez, Proprietress.

Hotel Bedford, 17 and 19, Rue de l'Arcade, near the Madeleine, excellent in every respect.

Horel Rivors, 202, Rue de Rivoli; a comfortable and newly fitted up Hotel, in a good situation.

HOTEL WAGRAM-good, very clean, and well conducted.

HOTEL DES ETRANGERS, 3, Rue Vivienne, worthy of the very highest recommendation. GRAND HOTEL DE LOUVRE, a first class Hotel on

a large scale, admirably conducted. See advertisement.

HOTEL DE LILLE ET D'ALBION, 223, Rue St. Honore, a well conducted good house.

GRAND HOTEL DE LYON, 12, Rue des Filles St. Taomas, with a large frontage in the Rue Richelien, very comfortable, and charges moderate.

GRAND HOTEL DES TROIS EMPEREURS, 170, Rue de Rivoli, Place du Palais Royal, a large first-class house.

GRAND HOTEL DE LONDES, Rue Castiglions, a remarkably good house, in a good situation.

Horri DE Calais, 5, Rue Neuve des Capucines, a comfortable and reasonable house.

Hotel De Normandie, 240, Rue St. Honoré, good and moderate.

Hotel DES ETRANGERS, 24, Rue Tronchet, Paris. E. Kranth, proprietor. LOWDON AND NEW YORK HOTEL, most conveniently situated, near the Madeleine and Champs Elyaces.

HOTEL VICTORIA, Rue Chauveau Lagarde.

Hotel Folkestone, 9, Rue Castellane, very comfortable, and charges moderate.

HOTEL DE LONDRES, Rue St. Hyacinthe, near the Rue St. Honoré.

HOTEL VOULLEMONT, 13, Rue des Champs Elyseés, Rear the Madeleine, in a good situation.

HOTEL DE FRANCE, Rue Richelieu.

His Lordhips' Lander—Dinlig-Rooms, 25, Rue Royale, Madeleine, Dinught Ale & Porter, See adv. Famur House.—Board and residence, 25, Rue Royale, facing the Madeleine, Mr. and Mrs. Delapierre proprietors.

CHATEAU DE CHATEAUBRIAND, 19, Rue Chateaubriand, Champs Elysees, the best and most re-

speciable boarding-house in Paris.

BOARD AND RESIDENCE. - Mines. Thibaud Bretet's Establishment, 33, Rue du Chemin de Versailles,

Champs Elysées.

MESSES, GALIGMANI & Co.'s extensive Literary
Establishment, 224, Rue de Rivoll, (recently
removed from the Rue Vivienne), Prench and
English Creutating Libraries. A handsome reading-room supplied with the most important papers
of the English and Continental press, English publications and periodicals. An Address Book of
English and American Residents and Arrivals is
kept for the inspection of all visitors. The Delly
English Newspaper, Galignaul's Messenger, is distinguished by great importiality, giving full
extracts and the leading articles of all the London
Papers; also the latest news from Great Britain,
the Continent, and all parts of the world.

Under the head of "STRANGERS' DIARY" are found every day the hours of admission to all places

worthy of attention in Paris.

GALIGNAMI'S MESSENGER is forwarded with great regularity to subscribers in France and abroad. Cheap Reprints of popular authors, and all English Editions at London Prices.

English Physician.—Dr. Smith, No. 8, Rue Cas-

tiglione.

ENGLISH SOLICITORS — Messrs. Leakey, Chapman, and Clarke, 49, Rue de Rivoli, Paris, and 24, Lincoln's Inn-Fields, London.

DANGING.—Private lessons for Gentlemen of all the fashionable dances, by M. Coulon, of the Grand Opera, assisted by Mademoiselle Emmeline, 320, Rue St. Honord.

FENCING ACADEMY.—320, Rue St. Honoré, Mr. Lozes, late professor at the Polytechnic School. Class for the Foli, Sabre and Canne, every day, 2 to 4.

The French Language taught to Strangers by Mr.

Soun. Martin, 19 bis, Rue de la Chaussée d'Antin,
who speaks English, and has made the teaching of
his mother toughte his especial branch for the last
24 years.

Paris is attuated set the Seine, in the same manner as London on the Thames, the river running from east to west; its circumference is 18 English miles. Population about 1,200,000; num-

ber of houses about 50,000. Viewed from any eminence, the form of the city is nearly circular. Paris contains about 1,350 streets, 204 covered avennes, 30 bonlevards, 99 public establishments, 58 barriers, 28 bridges, and 38 quays. The city is divided into 12 parishes, each containing its church, and two or three chapels of case. There are two islands formed in the Seine—one called the City Island, the other the Island of St. Louis. The numbers of the heuses in the streets parallel with the river are arranged according to the course of the stream, and in the streets at right angles with the Seine the numbers begin at the end nearest the river: in both cases the numbers on the right side of the street being even, and on the left odd.

The most lively streets are the Rue St. Honoré, Vivienne, likchelieu, Neuve des-Petits-Ghamps, &c. The streets, squares, and bridges are lighted by upwards of 6,600 gas lamps, and the city is fortified with a strong wall, taking in all the town, as far as St. Denis and Mont Valerien. On passing the barrier, the luggage is examined. Commissioners (or porters) ply at every railway station or coach office, who will convey the traveller and his luggage to any of the hotels, at a charge of I franc. Having arrived at the hotel, it is necessary to arrange the charge for lodging from one mid-day to another.

Post-office.-The General Post-office is situated in the Rues Jean-Jacques Rousseau and Cog-Heron There are also 16 auxiliary Bureaux, called Bureaux d'Arrondissement, and 26% smaller offices, called Boites aux Lettres. The system of postage stamps is now adopted in France, at a universal rate of 20 centimes, or 2d. for the provinces and 10 centimes for letters posted in Paris to any address within the fortifications .- Letters for England, foreign countries, and the departments, are in time at the boltes till half-past three o'clock; at the bureaux d'arrondissement, till four; and at the general post-office till five, except on Sundays and holidays, when the Exchange is shut . - the general post-office then closes at three o'clock. Letters may be directed to a traveller, Poste Restante, Paris, or any other town where he intends to go. The Poste Restante is open daily from 8 a.m. to 7 p.m., Sundays excented, when it closes at 5 p.m.

Onnibuse.—In addition to cabriolets, flacres, voltures, and similar vehicles that ply in the streets of l'aris, numerous sets of Omnibuses are established. Their uniform price for all distances is six sous, and as each of them corresponds with a similar one that intersects their line, a person may, without any extra charge, change from one to another, merely asking for atticket called cachet de correspondance.

Hackney Coach and Cabriolet Farez.—In Paris Hackney Coach and Cab Fares are regulated by the course, or by time, at the option of the traveller, who is required to signify to the driver before starting which he selects. A Course is any given distance within the limits of Paris, whether long or short, and eithout stoppage. Farev: 1 fr. 25 c the course, and 1 fr. 75 c. the hour, if with 2 places; 1 fr. 40 c. the course, and 2 frs. the hour if with 4 or 5 places from 6 am., to half past 12 night; and 2 frs. the course, and 2 frs. 50 c. the hour, whether of two, four or five places from half past; 23-25 d.g.sm.
There is a better class of public vahicles ealled

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Voltures de Remise; these must be looked for atcertain stations, and not on the public stands; the carriages are cleaner, and the cattle somewhat better. Fares: 2 frs the course, and 2 fr. 25 c. the hour, from 6 a.m., to half past 12 at night and 2 frs. 30 c. the course and 3 frs. the hour from half-past 12 to 6 a.m.

PLOOS OF WORSHIP.—EPISCOPAL CHURCH 10, Avenue Marbeuf, minister, the Rev G. Gardiner, at 11 a.m. and 3.30 p.m., and on Wednesday at 11. EPISCOPAL CHURCH, 17, Rue de la Madeleine, Rev. Arch. Gurney, at 8.30 and 11.30 a.m. and 3.30 and 7.30 p.m.; Daily Prayers at 8.30 a.m. and 3.30 and 7.30 p.m.; Daily Prayers at 8.30 a.m. and 5 p.m.; Samt days same as Sundays. Ekcolent CHURCH, Rue d'Agnesseau, Rev. E Forbes, at 11.30 a m. 8 30 and 7.30 p.m. Evangelie at 11.30 a m. 8 30 and 7.30 p.m. Evangelie at 11.30 a m. 8 30 and 7.30 p.m. Congregation of the Wesleyan Chapel, 23, Rue Royale, Rev. A. Kessan, at noon and 7.30 p.m. Congregation of Rev. A Shedlock, at 11 a m. and 3.30 p.m. American Chapel, and 4 p.m. American Episcopal Church, 14 Rue Faubourg St. Honord, Rev. W. O. Lawson, 11 a m. and 4 p.m. American Episcopal Church, 14 Rue Faubourg St. Honord, Rev. W. O. Lawson, 11 a m. and 4 p.m.

FOUNTAINS AND WATERWORKS.—Among the Public fountains in Paris, those most worthy of note are those on the Place de la Concorde, the Boulevard du Temple, Place Louvois, the Fontaine Molière, Rue de Richelieu, and the Fontaine Cuvier, Rue Cuvier, The Artesian Well de Grenelle, made from 1834 to 1841, is 1650 feet in depth, and throws up 1,700 cubic feet of water per hour.—The Water Filtering Establishment, 24, Qual des Celestins, is well worth seeing.

The QUAYS are formed on both sides of the Seine, and have thirty-three different names.

CHURCHES .- The Cathedral of Notre Dame is a very noble pile of building, erected in the 12th century. It has two majestic towers. The three principal entrances are finely carved, from subjects out of the New Testament. The colossal bell in the north tower, called Le Bourdon, weighs 322 cwt. It is only rung on state occasions, requiring the labour of eight men. There are some most beautiful paintings and magnificent curvings in the choir. which is supported by 120 massive pillars, and the gallery by 297 pillars. The floor is of marble. The altar is most magnificently carved, and here are placed the statues of Louis XIII. and XIV. In a miche there is a beautiful marble group, representing the Descent from the Cross. The charge for ascending the tower, from which there is a delightful prospect, is 20 cents .- The New Church of the Madeleine, situated on the place of the same name, opposite the Rue Royal. The first stone was laid in 1764, and it was fluished by Louis Philippe. It is surrounded by 52 Corinthian pillars, ornamented by a splendid façade. This building was intended by Napoleon to represent the Temple of Fame. The bas-relief over the portico is worthy of particular attention. The interior is most magnificently ornamented with rich gilding, paintings, and statuary, and is lighted by its three domes. which are most be utifully painted. The Church Notre Dame de Lorette, at the end of the Rue Lafitte, was completed in 1823, and is fitted up in the most costly manner with paintings by the best

French artists .- The Church St. Etienne du Mont, in the square of the same name, behind the Pantheon, celebrated for its choir, pulpit, and the grave of the holy Genoveva .- The Church St. Eustache in the Rue Trainée, is one of the largest and most handsome in Paris .- The Church of St. Germain des Prés, in the square of the same name, is the oldest in Paris, containing the monument to King Casimir of Poland, and the remains of Descartes and Boileau .- The Church of St. Germain l'Auxorrois. in the place of the same name, opposite the colonnade of the Louvre, is remarkable for its antique architecture .- Also the Gothic Church of St. Merry, in the Rue St. Martin, and the Church of St. Roch, in the Rue St. Honore, containing monuments of Crequi, Corneille, and Le Nôtre, and a splendid pulpit .- The Church of St. Sulpice, in the place of the same name, has a beautiful portico, baptismal fonts of colossal shells, and a beautiful pulpit .- The Pantheon, which is now restored to church purposes, and called the Church of Geneviève, may be classed among the most beautiful buildings in Paris. It is intended to place the remains of celebrated men in its tombs: those of Voltaire and Rousseau are interred here .- The Synagogue of the Jews, in the kne Notre Dame de Nazareth, is a beautiful temple, resting on thirty Doric pillars.

PALACES AND OTHER PUBLIC BUILDINGS .- The Palace of the Tulleries (formerly the residence of the Kings of France) claims attention for its magnificent garden, adorned with statues, vases, and fountains .-- The Louvre may be classed among the most beautiful of the l'arisian palaces; its splendid picture gallery reaches to the Tuilerics. colonnade, opposite the Church St. Germain l'Auxerrois, is worthy notice .- The Palace of the Laxenbourg, Rue de Vangirard, formerly used as the House of Peers, now the place where the senate meets, has a beautiful garden. The splendid steps, the Hercules Saloon, the Salon de la Réunion and des Séances, with its amphilibeatrical arrangement for its members; la Salle du Trone, the Library next to the Chapel, a saloon adorned with panel paintings by Rubens; a gallery studded with sculpture and paintings, and the Observatory, claim the visitor's inspection .- The Palais Royal, Rue St. Honoré, contains innumerable courts. galleries, arcades, and a garden planned by Cardinal Richelleu in 1629. The father of Louis Philippe converted the whole of this superb mass of building into mercantile purposes. Louis Philippe finished a part of the square which had been left incomplute. The principal entrance is from the Rue St. Honoré. The shops consist mostly of libraries, booksellers, jewellers, confectioners, bazaars, coffee-houses, taverns, &c .- The Palais de Justice. situated in the Place of the same name, contains an enormous saloon called the Sails des Pas-Perdus, and the Monument Malesherbes. On the south side is La Sainte Chapelle, a gothic building, erected by St. Louis, is quite a gem, and worth a visit. Those who wish to view the interior must apply to the porter, behind the chapel,-The Palais des Beaux Arts, in the Rue des Petite Augustins, is principally used for the exhibition of works of art, manufactures, and architectural models. In the large court-yard is a portico of 262 FRANCE.

the chateau of Gaillon .- The Hotel des Invalides is structed between the Suburb St. Germain and Le Gros Caillon, and is open to public inspection on Thes. and Thur. from 12 to 3. Under the beautiful dome of the church rest the remains of Napoleon. The tomb is magnificent. The Entrance Gate, the Royal Court, the Library, and the Kitchens, are well worthy inspection .- The Palais Hourbon, (now the Corps Legislatif, where the members hold their sittings), is situated in the Rue de l'Université. The Military School (now used as barracks) is on the Champ de Mars. The Hotel des Monnales (containing a rich collection of coins and medals), is on the Qual de Conti. -- The Hotel de Ville (Town Hall), and residence of the Pretet de la Scine, is situated in the place of the same name. It is adorned with sixteen statues of celebrated men. -The Exchange (La Bourse), is situated in the square of the same name, the buildings composing it forming a parallelogram, supported externally by 66 Corinthian columns. The principal saloon will contain two thousand persons, and is handsomely decorated with cartoons .- The Hallo au Die, in the Rue de Viarmes, is a most beautiful structure, in which there is a most astonishing echo, and near to this building stands the Pillar built by Catharme de Medicis, and on which she was accustomed to make her astronomical observations. This building Is the grain market and granary of Paris, and is capable of containing 30,000 sacks of corn. The hall is 126 feet in diameter.—The Halle aux Vins (Wine Market,) on the Quai St. Bernard, is well worth a visit. It covers a vast surface, and is portioned off into streets, named according to the kind of sme contained in the warehouses that form them. Open daily.

EXHIBITIONS, MUSEUMS AND LIBRARIES. -- The Imperial Library, in the Rue Richelieu, contains 800,000 volumes, 72,000 manuscripts, 5,000 portfolios of engravings, and a most complete collection of goins and medals. The Litrary of the Arsenal, in the Rue de Sully, contains 170,000 volumes, and 6,000 manuscripts.—The Library of St. Genevieve in the upper story of the Abbey of St. Genevieve, in the Square of the l'anthcon, contains 110,000 vols., and 2,000 manuscripts, besides several other collec-tions of rare books.—The Museum of the Jardin des Plantes has three entrances, one in the Rue du Jardin, the second in the Rue Cuvier, and the most astonishing exhibition somewhat like the Zoological Gardens, Regent's Park, London. The sociogical collection is in the Swiss Valley. The museum contains a magnificent collection of mineralogical, botanical, and zoological specimens; also a splendid anatomical collection.—The Conservatoire des Arts et Mutiers, Rue St. Martin, contains a good collection of mechanical and industrial models, &c.—The Museum of the Louvre is divided in The following manner: -- 1. Collection of Antiquities. . Museum of French Sculpture. 3. Gallery of Drawings. 4. Gallery of Paintings of the Italian, lendsh, and French Schools. 5. Collections of Spanish Paintings. 6. Collection of Greek, Roman, and Egyptian Automities, Vases, Statues, Sc. 7. Medies of Shipping, highly inferesting; far surpassing may thing of the kind in England .- [We recommend

the visitor to purchase a catalogue at the entrance. costing but a trifle.] Admission (on production of passport and writing down your name) 10 till 4 daily, except Monday. - The Museum of the Luxembourg contains the best collection of paintings by modern artists; and the Artillery Museum. in the Place St. Thomas d'Aquin, a fine collection of armour and accourrements, from the most remote ages to the present time. Admission, same as the Louvre.-The Museum de l'Hotel de Cluny and du Palais des Thermes, in the Rue de la Harpe. joined to each other by a passage, contain surprising collections of rare mediæval productions. The former is open Wednesdays, Thursdays, and Fridays, 12 till 4.—The National Institute of France is on the Qual Conti, and the College of France in the Place Cambrai, and various literary and scientific societies hold their meetings in the Town Hall, &c.

The attention of visiters to Paris should be directed to the Chapelle St. Ferdinand, erected on the spot where the Duke of Orleans died in 1842; and to the Chapelle Explatore, on the spot where the remains of Louis XVI. and Marie Autoinette were interred, after being guillotined; and also to the statue of Marshal Ney, recently erected on the spot behind the Palais du Luxembourg, where he

was shot in 1815.

PREELA CHAISE.—This celebrated cometery, sitnated at the end of the Rue de la Roquette, is well worth a visit, containing as it does the celebrated monuments to Abeland and Heloise, to Tontaine Moliète, Talma, Raucourt, De Lille, Kellermann, Davoust, and many others, as well as the beautiful mausoleum of Demidof.

PASSPORT OFFICES IN PARIS.—The following is a detailed list of the Ambassadors' Residences at Paris. The circumstances under which a via to a passport is necessary, will be found given in the observations at pp. xxxiii to xxxviii; hours of business are from 11 to 1.

Austria and Parma.—134, Rue de Grenelle, St. Germain. Baden.—Itou Joubert. Bararia.—16, Rue d'Agnesseuu. Belgium.—97, Rue de la Pépinière. Benmark.—88, Rue de la Pépinière; Rue de Trevise. Pree Towns, Resident Minister, 6, Rue Trudon. Great Britain.—39, Rue du Faubourg St. Honoré; Consul, same address. Greece.—70, Faubourg St. Honoré; Consul, 30, Rue Basse du Rempart.

Hanover.—16, Rue Miromesnil.

Hesse-Electorale.—4, Rue de Menars,

Hesse, Grand Duchy.—See Baden.

Holland.—28, Rue de Suresnes.

Lucca.—3 Rue Caumartin.

Mecklenburg-Schwerin.—35, Rue Faubourg St.

Honoré. Mecklenburg-Strelits.—7, Rue Caumartin.

Massau.—Chargé d'Affaires, 28, Rue de Surcence.
Oldenburg.—Resident Minister, 7, Rue Caumartin.
Portugal.—12, Rue d'Astorg.—Consul, 44, Rue
Blanche.

Prussia.—78, Rue de Lille.

Roman States.—69, Rue de l'Université. Russia.—33, Faubourg St. Honoré.—Consul, sam Address.

Sardinia.—133, Rue St. Dominique, St. Surrenti. Saxony.—2; Place de la Madeleine. Bure Welmar .- See Saxony.

Spain.—29. Rue de Courcelles.—Consul. 27. Rue Tronchet.

Sweden and Norway .- 74. Rue d'Anjon. St. Honoré.-Consul. 29. Rue Lafitte.

Switzerland .- 9, Rue Chauchat.

Puscony. - 3. Rue Caumartin.

Furkey.-5, Rue des Champs Elysées.

Two Sicilies.-47. Rue du Faubourg, St. Honoré.

United States .- 13, Rue Beaujon Faubourg, St. Honoré -- Consul, 27, Boulevard des Italiens.

Wurtemberg .- 13, Rae d'Aguesseau.

Steam Packet Offices in Paris .- General Steam Navigation Company, 13, Rue de la Paix. Mr. F St iers, Agent .- Dieppe and Brighton Steam Packel Co., 7, Rue de la Paix, Mr. A. D. Boscou, Agent, - Calais and Dover Mail Packet. 8. Rue de la Paix. -Calais and Dover, South Eastern Co.'s Office, 4, Boulevard des Italiens .- Boulogne and Folkestone, ditto. -- Hayre and Southampton Steam Packet Office, 3, Place Vendôme, Mr. T. Redfern Agent .- Mediterranean Packets, Messageries Imperiales. Rue Notre-Dame des Victories.

Zermini in Paris of the principal Railways, see prages 13 to 49.

English Directory of First-class Houses in Paris Professional Gentlemen, Teachers of Languages, Accomplishments, &c.

Apartments and Boarding Houses-Persons wisiting Paris are recommended to apply to Mr. John Arthur, 10, Rue Castiglione, Agent to the British Embassy, and Wine Merchant, where every information will be given gratis. See advertisement, page 484.

stars. For this indispensable article the Parisian makers are known to be emineutly superior. We are advisedly directed to recommend Madame Clemencon, 8. Rus Port Mahon, inventor of the "serns postepadour," and the "demi-corps chate. rate reputation as a practical doutist.

leine," which impart so much grace and elegance to the figure.

Ean de Colome. The name of the firm of Jear Marie Farina, 333, Rue St. Honore, is too well known to require commendation

Eau de Cologne. - Agent for John Auth. Farina's City of Milan Eau de Cologue, C. N. Shirp, 65, Rue de Rambuteau, Boulsvard de Sebastopol.

Artists, Designers, and Jewellers in Hair,-M. Lemonnier, who was awarded the Prize Medal at the London Exhibition, and the Gold Medal at that of Paris, is highly recommended.

Hatter.-Servas, 36, Rue Caumartin. The hats. at this establishment are equal to the best in Paris.

Tailor,--Hulck, 226, Rue de Rivoli, recommended for his gentlemanly style of garments. An honest. and obliging tradesman. Speaks English.

Deguereotypes, Photographs, Stereoscopes in all styles and sizes. 1st Class Medal at the Universal Paris Exhibition. The beautiful specimens, produced by Mr. Warren Thompson, 22, Rue de Choiscul, are greatly admired,

Kramer, Jeweller to the Empress. 31, Rus Neuve, St. Augustin, recommended as having an unrivalled stock of Jewellery, Diamonds, &c.

Chemist .- Hogg, 2, Castiglione, Paris. This excellent establishment is thoroughly English. Mr. Hogg's brother is Proprietor of the "London House," Hyde Park Square, Chemists to the Queen.

Euglish and American Chemist-P. Parise Old Established Pharmacy, 28, Place Vendome. Prescriptions promptly and accurately prepared.

Chemists to the British Embassy.—Roberts and Co., 23. Place Vendôme, and in London, 336, Oxford Street.

English Chemist .- E. Gallois, laureat of the School of Pharmacy, 2, Place Vendôme, corner of the Rue St Honore, a very respectable and old established house, patronised by several ministers: and members of the Emperor's household.

surgeon Bentlet .-- We confidently recommend. as operating and mechanical Dontist, Mr. Barwis, No. 10, Rue d'Alger, near the gardens of the Tuilieries, particularly for a superior description of Aftificial Teeth.

Bentist .- Mr. W. Rogers, 270, Rue Saint Honoré. anthor of several important medical and surgical works on Dentistry. Mr. Rogers also enjoys a first-

Dentist .- Mr. Paterson will be found conscien- as those of M. Chevallier, 15, Place du Pont Newf. tions alike in his work, and in his charges. He Beeps no assistants but does every thing himself. His pieces are beautifully finished, and merit in-spection, 396, Rue St. Honoré.

Geneva Watches, and Jewellery. The establishment of Messrs. Baudin, Brothers, manufactures at Geneva, 7. Rue de la Paix, cannot be surpassed for the excellent qualities of the watches or he jewellery.

Bourdin, Watchmaker, 28, Rue de la Paix. One of the best and most respectable establish. ments in the capital. Receipient of a first class medal at the Paris Universal Exhibition.

Opticion.-For all descriptions of optical glasses and instruments, there is comparatively no choice, are reputed all over the world.

General Provision Warehouse, Cuvillier, 16, Rue de la Paix, Groceries, Wines, &c., as per advertisement.

English Bookseller .- Fowler, 6, Rue Montpensier, and 231, Peristyle Montpensier, Palais Royal. English Books, at London prices.

Money Changers and Foreign Bankers.-Messrs. Meyer, Spielmann, & Co., of 26 Rue neuve Vivienne, are well known, and deserving our best recommendation. English and all foreign monies can be exchanged at this establishment to the best advantage. They grant drafts on London and the principal cities of Europe and America

Routes From PARIS		m Itineraries of the best and quickest Route  18 between PARIS and the principal				FARE.O.						TIME.				
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8	Antwerp(Belgium)	Malines, Antwerp, p. 70; Breda, &c., p. 80	1		٦	•	•••	11		٦	٠,٠	***				
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8	Bordeaux "	Rl. vsa Orleans, p. 27; Tours, p. 34; Politiers and Bor-	١.		ام	٠,	٠	.!!			٠.,					
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	Dunkirk	Ri. ets Amiens, Arras, Uousi, Lille, Harzebrock, p. 14,	١.			١.		.11			١.					
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7	Fontainbleau "	Rl. to, p. 44	١,		•	0	• '	"	o i	6	٠.	3				
v	Example (Germany)	a Rl. via Strasburg, p. 52; Omn. to Kehl; Rl. to Baden- Baden, Carlsrube, p. 95; Heidelberg and Darmstadt,	1		- 1			11		1						
		page 91	۱ ا	8	0	2	8 3	311	<b>0 14</b>	30		M.				
	* *	b RL via Nancy, p. 52; Mots and Forbach, p. 51; Mann-	١.					.#								
		heim, p. 94, Worms, Mayence, via Castel, p. 96	!	15	9		9	41	0 16	25	0 :	ĸ				
	FI rence (Tuscany)		1		0			11	2 10 0 22		,	•••				
	Genevs(Switzerland) Genevs(Sardinla)	See Ruote from London p. 7, No. 31, Rte. a via Paris See Route from London, p. 7, No. 32, a via Paris & Turin		ă	õ	ã	8	1	8 48			***				
	Mayre de Grace (France)		li	3	ō	ð	18		Ŏ Š	15	0	8				
	Hyeres (lale of)	Ri, ris Bordeaux, No. 8; Dil. thence to Toulon, Dil. to	•			١.		Ħ	• ••							
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š	(France)	Ri was Amione Armes Donei n 19	,		0	2	18		9 5	0	0	ş				
ź	London(Portugal)	See Route from London, 5. 4; via Paris Route a	۱۰,		9	ľ°		11		9	3	U				
•	Wateringer	tion, London,	1	1	6		6 5	BI .	0 12	0	Ι.					
v.	•	D RL to Calais, No. 11. and n. 14: Str. direct to London	Ι`	•	1	ľ	٠,	1		- 7	Ι.					
*		Bridge Wharf, London, p. 185	1		0	1	4 (	1	***		01	H				
É		in Ri to Houlogue, p. 18; Sir. to Folkestone; Ri. to Lon-	١.			١.		11			Ļ					
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-	,, , , , , , , , , , , , , , , , , , , ,	tinerary of Routes from Paris—continued.	
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7	London - continued	d RI, to Boulogne, No. 9, and p. 18; Str. direct to London  Dridge Wharf, p. 184	4 0
	<b>"</b>	e Ri. to Dioppe, No. 17, and p. 20; Str. to Newbaven,	- 1
		p. 188; Kl. via Brighton to London Bridge Sta	6 0
	<b>&gt;&gt;</b> 17	f Rl. to Havre, No. 24, and p. 21; Str. to Southampton, p. 19h; Rl. to Waterloo Sta	0
	• "	g Ri, to havre, No. 24, and n. 21; Str. direct to St. Kather-	1
100	T.wows (France)	ine's Wharf, London, p. 192 1 8 0 1 0 0 0 9 Rl. ria Dijon, Chalons-sur Saone, p. 44 8 5 6 1 14 0 0 10 0 0 1	
3Ŏ	Madrid (Spain)	The a Whath, Condicts, b. 1942   11   12   13   14   15   15   15   16   16   16   16   16	٠ ٩
		to Cette; Dil. via Barcelona to Madrid	1
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,	.,	183; Dil thence to Madrid	
	"	d As per Route No. 42 to Murseilles; thence per Steamer to Alicante, see p. 209	- 1
31	Malta(Isleof)	to Alicante, see p. 200	··
		to Malta, p. 200	1
-	Monsollina (Penna)	Fares from Paris to Multa	? 있
33	Marseilles(France)	Itl. viz Lyons, p. 44; and Avignon p. 46	. S
34	Munich(Bavaria)	See Rice No. 17 Rice to Stuttward: Rl. thence via Librat	- 1
92	Mandag //	and Augsburg, p. 134, 132	3 39
,,,	Nantes(France) Naples( I'wo Sicilies)	Rl. ria Orleans, p. 27; Tours, and Nantes p. 34	: #
37	Nice(4.0)	Sec Rite, from London to u. S. No. 106, Rite, a. via Paris, 5 1 0 3 14 0 0 30 0 0 40	
38	Orienna(l'rance)	121 to n. 27 0 11 31 0 8 51 0 230 0	여
39	Ostend(Belgium)	RI. rs. Amiens, Lille, and Mouscron, p. 18; thence vio 113 6 1 4 11 0 6 35 18 See Rtc. from London to, p. 8, No. 107, lite, via Paris 314 6 3 5 9 0 26 0	لما
40	Pau (The Pyrannecs)	See Rtc. from London to, p. 8, No. 107, Rte, via Paris 314 6 3 5 9 0 26 0	
61	Rheims (France)	RI to, p. 57 ( 0 3 30) 0 1	
42	Rome(Italy)	See Rica, from London, p. 5, No. 65, Rice, a via France	
ũ	Bouen(France) Strasbourg	Ki to rig Naney n 53	
15	Tours	Id. to, tra Orleans, pp. 27 and 34	9 01
ю.	Aurin (Sardnia)	See Rites from London, p 5, No. *72, Ric. vin Paris 4 2 6 3 6 0 035 0 035	<b>ુ</b>
•	Stuttgard(Wurtemburg)	Stuttgard, p. 133	أمده
18	St. Cloud(France)	RI to see p. 19.	
19	St. Germain	Ri. to, see p 19	.
90	Versaliles,	Ri. to, see p. 19	90
51	Vienna,	Via Cologno, see No. 11, Rto. to; thence via Berlin, see!	
		Itinerary of Rtes. from Cologne, p. 300	) 0]
		THE PRINCIPAL WATERING PLACES.	- 1
52	Alx-la-Chap. (Prussla)	See Ries to Cologne, No. 14	
3	Alx(France)	See I.te from London, p. 7, No. 79, Rte. via Paris	!
55	Aix-les-Hains(Savoy) Haden-Haden Duchyof	See Rite, from London, p. 7, No. 80, Rite, via Paris	
56	Bagnerres de Bigor-	Sce lite, from London, p. 7, No. 85, lite, via l'atis 4 0 0 3 1 6 034	
	Tes(Pyreniccs)		ı
94	Bureges ,,	See Rie. from London to Pau, p. 9, No. 107 Rie. via	أما
58	Carlsbad	Paris, Ivil, from Fatt  Ri. to Frankfort, see No. 20; thence as pact Itinorary, p. 315, of like; Ri. to Hoi, p. 132; Dil, thence to	7
		p. 315, of Rics; Rl. to Hof, p. 132; Dil, thence to 5 6 0 4 5 9 0 37 57 0 58	!
50	Eaux Chaudes	Carlsbud,	
50	Eurs(Nr. Coblentz)	RL via Nancy, p. 62; Mets and Forbach, p. 61; Ludwig-1	٦,
		shafen, Mayence, p. 96; Str. to Coblentz, p. 201; Dil.	1
81	Homburg(Rhine)	10 Ems 3 4 4 9 10 5 9 19 0 0 95	9
44	manual(umne)	RI to Frankfort, see No. 20; thence as per Itinerary, p. 315, of Rtes.; Dil. to Homburg every hour	40
38	<b>Missengen</b> (Bavaria)		1
		p. 315 of Routes; RI, to Gmunden Sta. p. 137; DR, to 219 5 3 17 5 0 22 9 0 34	ألما
13	Montpellier(France)	RI. to. rig Lyons, n. 44 : Avignon, 46 : Tarascon, Nismes.	7
		and Mostpellier, p. 48	
ij	Plombieres "	RL to Nancy, p. 52; Epinal, p. 52; Dil. to Flombières 2 3 0 1 12 0 0 12 30 0 14	40
90	Schwalbach (Nassau)	Dit to Frankfort, see No. 20; there as p interests p. 137; Dil to Kissengen.  Ri to, rie Lyons, p. 44; Avignon, 46; Tarascon, Nismes, and Montpellier, p. 48  Ri to Nancy, p. 52; Epinal, p. 52; Dil to Flombières p. 3 0; 113 0 0 123 30 0 14  Rite to Frankfort, see No. 20; Ril to Wiesbadeu, p. 90  Dil, to Schwalbach. 215 0 215 3 0 1780 0 28	الحد
56	<b>Spa</b> (Belgiam)	Rtes, to Brussels, see No. 10; Rtes, thence as per ltine-	3.3
	· · · · · · · · · · · · · · · · · · ·	rore, p. 278, of Rica to Spa	*
47	St. Gerrais(Seroy)	Ries. to Geneva, via Dilan, p. 44; Dole, Salina, p. 43; Dil. to Geneva; Dil. thence via Salienche to St. Gervals 2 13 0 1 19 0 0 21 0 0 38	4
	St. Sauveur (Pyrennees)	See Routes from London to Pau. p. 9. No. 107 Koute.	٦.
		via Paris; Dil. from Pau to St. Sauveur	J.
9	Vichy(France)	Rl. ria Origans to Le Guetin Sta., p. 28; Omn. to Violy   1 18 6   1 8 6   0 11 0 0 16. See Rice. to Frankfort, No. 20; Rl. to Wiesbaden p. 90   3 12 6 2 13 3 0 15 80 0 25	<b>.</b>
7	**************************************	see atos, to remaind Ac. 201 ftr. to wissuscent p. 20 ( 5 12 5 12 5 10 10 50; 6 25)	. TT

Pau.-15,000-Hotel:-**H**OTEL DE LA POSTE.

Beautifully situated in the Basses Pyrenees, dermerly the capital of Navarie, and a place of cost resort for the English. It possesses an English thurch, well supported; a good circulating library; escellent hotels; and physicians of reputation. the neighbourhood is the beautiful Val d'Ossau, and fine views of the Pyrences may be had from he Promenade and the Castle. See Dr. Lee's South of France."

BANKERS. - Messrs. Davantes Brothers do business with England; M. Merrillon, senior.

ENGLISH CLERGYMAN .-- Rev. Edw. Hedges, M.A. of 'Queen's College, Cambridge. French Service, twice a day on Sundays at the English Church .-Rov. M. Buscarlet, Minister.

ENGLISH PHYSICIANS, -- Alex. Taylor, M.D., A. Smythe, M. D., J. Bagnall, M.D., and D. Ottley, M.D.

VICE-CONSUL .-- Mr. William Tayler. BANKERS - Taylor and Clark.

HOUSE AND GENERAL AGENCY OFFICE; Reading Room, &c., Mr. Saunday, Successor to S. Brooks, No. 1, Rue Notre Dame. See advertisement.

LIVERY STABLES, -- Horses, private or travelling carriages, &c., on hire; Mr. Cabané, 5, Rue Prefecture. See Advertisement.

Pierrefonds les Bains .-- HOTEL--

HOTEL DES BAINS.

A pretty village, situated within three hours distance from Paris by the Northern of France railway, In the centre of the celebrated forest of Complegne. A more picturesque position cannot be found. The fine rains of the strong castle overlooking the landscape attract a large number of visitors and artists every season. The sulphurcous mineral waters are very abundant. They are light to the stomach, and easy of digestion. A very fine bath room for the inhalation of the poussiere deau for the use of invalids suffering from disease of the lungs, places Pierrefonds les Bains among the first of Thermal Establishments For the officacy of the waters, see the Etude medicale of Doctor Sales Girons, published in Paris at the Library of Victor Masson.

Pottlers...Stat...HOTEL:—DE FRANCE.
Population 25,800, 210 English miles from Paris,
capital of the department of Vicence, near the river
Claim. It is divised into four quarters, all builtin a mean and antiquated style. The streets are for the most part steep, winding, and ill paved. It has several equares, the finest of which is the Place Royal. The athedral is in the gothic style, and wants only a little more elevation. Of the other churches the most interesting is that of St. Hilaire. The town has several Roman antiquities. Its manufactures connist of woolien stuffs, leather, and gloves.

Conveyances.—Itailway; pp. 34 and 35.

There are two or three hotels here; one of the sat is near the square. A pretty little town in Mormandy not far from the Seine, and situated in valley Distance to Cormeilles 18 kils, to Lis-12 kils. See Yvetot and Lisseux.

Postoise. - Stat., Northern of France.

Charles Can and Massacraine.

rives its name from the bridge over the river Oisa. It is in general well built, but the streets are steep and narrow. From the higher part of the town there is a magnificent prospect. The remains of the ancient castle still exist. Remark the Hospital, the fine promenade, and the church of St. Mailon-in the neighbourhood, the Chateau St. Martin. From this station to Creil the Oise is on the right of the Railway. sometimes visible, sometimes its course only indicated by the luxuriant vegetation, and the trees which skirt its banks. Supplies Paris with culves and flour.

For Railway, see pages 12 to 15.

Peyrehorade.

HOTEL CHEZ.

A pretty little market-town situate on a hill on the right bank of the Gave de Pau. It lies on the main road to Bayonne on the one hand and to Pan on the other.

Rennez. -Stat. -- HOTEL. --

DE LA CORNE-DE-CERF.

Population 33,000; 220; English miles W. of Paris. It is the capital of the department of the Ille and Vilaine, situated at the confluence of these two rivers, the latter dividing the town into two parts, connected by bridges. The part built on the left bank is called the lower town; that on the right, called the upper town, stands on an eminence, and forms the finest and most considerable part of the city. It has several fine squares and promenades. The principal public edifices are the cathedral, dedicated to St. Peter, with its lofty towers and its relics; the building formerly the house of meeting for the Parliament of Brittany; the townhall, and the college formerly belonging to the Jesuits; also, a public library containing 20,000 volumes. Rennes is the seat of a small university.

Conveyances,-Rail to Laval Le Mans, Mezidon,

Chartres, Paris, &c. See page 24.

Rheims. -43,600. - Stat., Paris and Strasbourg. HOTEL DU LION D'OB.

A sous-présecture in the department of the It presents great attractions to tourists. The town has a magnificent cathedral, wherein the former kings of France were crowned. There is also the church of Saint Remy, together with tensive spinning factories, Champagne Vaults.

Conveyances .- Railway, see pages 16, 52 to 55. Riom .- Stat .- 13.000 .- HOTEL :- COLONNE.

A picturesquely situated town and sous-prefecture of the department of the Puy-de-Dôme. The principal objects of interest are the interesting church of St. Amable; the Palais de Justice and Ste. Chapelle; and the monument to General Desaix. The town is built of lava brought from the quarries of Volvic a place about three miles from Riom and is well worth a visit.

Conveyances. - Railway to Rosnne, Lyons, Or-

leans, Paris, &c., see page 30.

Rive de Gier. - Stat. -- 13,000.

A flourishing manufacturing town, situated on the Gier, and in the centre of the best coal field in There are large manufactories of stame machinery, railway carriages, &c. here, ch English steel factory, and in the neighbourhead are about 50 coal mines. This town possesses north "Enoughtien 5.500; If indies E. from Paris. De-terest beyond its manufactures.

CONVEYANCES .- Railway to Lyons, Roanne, Orleans, Paris, &c., see page 32. Roanne,-Stat., Lyon and Roanne.-HOTEL .-

LA POSTE.

Population 13,200; 2381 English miles from Paris and 52 N.W. of Lyons. It is situated on the Loire, and has the appearance of a village: the streets stretching out in various directions into the open country, and the most remote houses being intermixed with trees.

Conveyances.-Railway trains to St. Etlenne Lyons, Le Guetin, and Brioude, see page 32.

**Rochefort.**- Stat. -- 19,000.

HOTEL :- DES ETRANGERS. An important maritime town situated on the Charente in the department of the Charente Inféricure. It is comparatively modern, dating only from the 17th century, and possessing little to interest the travellor beyond its dockyards and workshops, which may be seen on application to the Major de la Marine. The buildings worthy of notice are the Hôpital de la Marine, containing 1,300 beds. a library, and a museum of anatomy and natural history; the Bagne, or convict depôt; and the library containing 10,000 volumes. It was at this place that Napolcon gave himself up to Captain Maitland of the "Bederophen."

The principal article of commerce is brandy, a large quantity of which is manufactured here, and exported to England: there are also some iron and copper works, and clock factories.

CONVEYANCES .- Ruilway to La Rochelle. Bordeaux, Poitiers, Teurs, Nantes, Orleans, Paris, &c.,

see page 38. Steamers to Saintes.

Roubain. - Stat., Northern of France. - A manufacturing town, which has of late risen into great importance, and is still increasing in popula-tion, which now exceeds 24,200, besides a large number of foreign workmen, when the factories are in full operation. It lies six miles north of Lille .-For Railway, see pages 12 to 15.

Rouen .- Stat., Paris, Havre, and Rouen.

HOTELS.

HOTEL D'ANGLETERRE on the quay exceedingly good in every respect, good table d'hote at 1-past 5. price 3 francs.

SMITHS ALBION HOTEL-Deserving our best recommendation.

The fine old Gothic town of Rouen, situated on the river Seine, the ancient capital of Normandy, is 1eplete with picturesque attractions to the English tourist. The population is 91,500. Some relic of antiquity here meets the traveller at every turn, either in the form of a pointed arch, the mutilated statue of some suint, or a gothic fountain; the door-posts, window-frames, beam-ends, and wood work of almost every building are chequered, intersected, and ornamented with rich carving, grotesque heads, flowers, and otherfanciful devices; while the mouldering magnificence of the cathedral, churches, palais de justice, and other public edifices, carries the traveller in imagination half-desen centuries backward. The cathadral, smooth the public edifices of Rouen, stands pre-emimint, and is said to have been founded as early as 260. It has a fine new Iron Spire. Some splendid monnments are found within its walls; and its churches are equally rich in this respect. St. Ouen is a magnificent church. - Juan of Arc's statue ornaments the Market-place, which is situated in the Place de The Jardin des Plantes, rue d' Elbœut, la Pucelle. Fanbourg St. Sever, is well worth seeing. Mount St. Catharine commands a beautiful view of the city and river.

English Vice-Consul, Mr. Bréard, 47, Rue de la Viscomté.

ENGLISH PHYSICIAN, Dr. Murphy, 10, Quai de la

Conveyances.-Railway to Paris, Havre, and Dieppe, several times daily, see pages 20 and 21.

St. Cloud-Stat.-with its beautiful palace. Salons de Mars, park, saloons, chapel, and reception room, in which is placed the Gobelins Tapestry, and paintings by Mignard. The fountains only play three or four times a year. About 5 miles from Paris. Conveyances .- For Railway see page, 19.

St. Denis. -12,200. - Stat., Northern of France. A town four miles from Paris. It is of very melent origin, celebrated for its abbey. The church is a structure of great beauty and interest. highly ornamented, and rich in sculpture and paintings. It is the burial place of the kings of France. During the revolution more than fifty of the tomba were demolished in consequence of the decrea of 1793 for the destruction of all mausoleums of kings erected: in the church of St Denis, and throughout the territory of the republic. Bonaparte made considerable additions to the church, and was careful to restors the injuries it had received. He intended it should be the last resting-place for the emperors of his own dynasty. Napoleon founded here an institution for the gratuitous education of relatives of members of the Legion of Honour, in which 500 pupils (girls). are educated. The town of St. Denis is well built: there are numerous manufactures; and its confectionery is much in request.

For Railway, see pages 12 to 15.

St. Etienne.-Stat., Lyons and Roanne,-HOTELS.~

DE L'EUROPE, DU NORD, DE LA PAIX, DE LA POSTE. Population 53,700; 361 E. miles from Paris, 3024from Marseilles, and 35 S. of Lyons; situated on the small rivulet of l'urens. It has coal and iron mines. and the greatest manufactures of ribbons, fire-arms. and hardware in France; stones for grindstones. are found in the neighbourhood.

Conveyances .- Railway to Lyons, Roanne, and

Montbrison, see page 32.

St. Germain (Stat.) Good Hotels but all dear. May be reached by rail from Paris in helf an hour. The Tarrace is on the borders of the Seine, and will well repay a visit.

For Railway, see page 19. St. Jean de Luz.—Hors: HOTEL ST. ETERNE An old fashioned and picture-que town, within 18 or 20 kilometres distance of Bayonne. It was through this amai town, inhabited at present by 3000 persons, the Marie Theresa of Spain entered France as Queen with Louis XIV at her side. Tradition at 11 dec cribes the splendid fêtes given on that occasion, a which have left an imperishable sourenir in

country. Bathing establishment much frequented during the season. The walks and drives in the neighbourhood are heautiful and the Mont de la Rhone, which rises behind the town, commands a magnificent view.

St. LO .- HOTEL DU SOLIEL LEVANT.

An old town in Normandy containing a fine Cathedral, and several public buildings. The country between St. Lo and Bayeux is interesting.

St. Omer,—Stat., Northern of France.—HOTEL: HOTEL DE L'ANCIENNE POSTE.

Population 53,700. Situated in a marshy district on the As, well built and strongly fortified; streets wide and well made. A plentiful supply of refreshing water is afforded from 12 fountains in different quarters. The Hotel de Ville is attuated on the Place d'Armes. Beyond the walls are two considerable suburbs, between which and Clairmarais are situated, amid extensive marshes, several floating islands, covered with trees and ex-The proprietors row men like cellent pasture. boats to land their cattle or take them up. The town is on the line of railway from Calais to Lille. Living is said to be cheap. The distance from Calais is about 41 kilometres, or 251 E. miles.

ENGLISH CHURCH SERVICE twice on Sundays.

CONVEYANCES.—Railway to Calais, see page 15.

ATAM ATTER Amiens and Paris, see pages

To Lille, Doual, Arras, Amiens, and Paris, see pages 12 and 13.

St. Quentin .-- Stat., N. of France. -- Hotel. Du Cigne.

Pop. 25,000; 105; E. miles from Paris, and 441 from Valenciannes. This town is built on the brow of a hill, whose base is watered by the Somme; its streets are spacious, and its houses well built. The traveller will remark herethe principal church, a gothic building, situated in the high part of the town, of a bold and beautiful style of architecture; its vault is 131 feet high, and its windows (of which there are 110) 43 feet high. The Hotel-de-Ville, in the Grand Place, issurrounded with a gallery which exhibits numerous arcades in ogee, and of which the capitals & friezes are adorned with sculptures of a whimsical description; the turrer which surmounts the facade contains a beautiful chime of bells. The church of St. James, the palace of justice, the belfry, the theatre, the garden of the arquebuse, the hotel Dieu, the orphan hospital, the public promonades, on the site of the ancient ramparts, the subterranean vaults of the canal, which bears the name of the town, and joins the Somme at Escaut, are all worthy of notice. The principal occupation of the inhabitants is afforded by numerous manufactories for shawls, muslins, table Enen, &c.; cotton yarn and coloured wool; iron and copper foundries, and sugar refineries.

CONVEYANCES.—Railway, see page 16.

Horal:-Bunan-best and well situated.

A presty and well-built town, most pleturesquely strated on the Loire, and a sous prefecture of the dipartment of the Maine et Loire. It is entirely whilt of a very pure white stone, which gives it a "funarkably beautiful appearance. The objects of attraction are the very afficient church of Notre Dame de Nantily; the church of St. Pierre; the

gothic and turretted Hôtel de Ville, containing a museum of antiquities found in the nelubbourhood; the caste, whence there is a magnificent wiew of the country round; the cavalry harracks; the quays and bridges. At a short distance from Sammur there is a very fine Druidlest monument called the Dolmen de Pontigne, which is well worth a visit.

CONVETANCES.—Railway to Tours, Orleans, Poltiers, Bordeaux, &c., see page 36. Steamers to Angers, Nan'es, &c.

Strasburg .- Stat. - HOTEL:-

The Hotel DE Paris deserves our best recommendation, landlord, Mr. Diemer.

HOTEL DE LA MAISON ROUGE, comfortable and moderate, landlord, Mr. Caspari.

HOTEL DE LA FLEUR, a well-known, quiet, clean, and comfortable house.

Population 64,200, with a garrison of 6000 men. Strongly fortified town on the French frontier. Much improved by the Railways. The spire of Strasbourg Cathedral is 474 feet above the pavement, being 112 fect higher than St. Paul's in London, and 24 feet higher than the great Pyramid. It is considered a master-piece of architecture, being built of hewn stone, cut with such precision as to give it, at a distance, a strong resemblance to lace. The tower was planned by Erwin of Steinbach, by whom it was commenced, but it was completed by his brother John, on the death of the former, in 1318. Promenade of Ruprechtsau. There is a remarkable clock connected with this Cathedral. It is a complete astronomical Almanac, from which you can read the revolutions of the heavenly bodies. and the various phenomena which they exhibit.

A visit should be paid to the tomb of Marshal Saxe. Strasbourg claims the honour of the discovery of the art of printing, by Guttenburg, in 1436. It is favourably situated for commerce, the Rhine connecting it with Switzerland, Holland, and Belgium: its chief exports are corn, flax, hemp, wine and spirits, linen, sail-cloth, blankets, carpets, hardware, leather, cotton, lace, tobacco, and snuff. By making the best use of the railways now in operation, a traveller returning from Switzerland may go from Basle to London in 36 hours.

English Church Service, twice every Sunday, during summer months, supplied by the Colonial Church Society.

CONVEYANCES.—Railway to Thann and Bâle, see pages 58 and 59; Omnibus to Kehl; Rail thence to Baden-Baden, Carlsruhe, Heldelberg, Mantheim, & Frankfort, see pages 94 & 95; to Paris, see pages 54; to Wissembourg and Neustadt, see pages 58 & 59

Tarbes .- HOTEL: -

HOTEL DIT GRAND SOLETL.

A town situate in the Hautes Pyrenees, of which

A fine view may be had. The town is very dull.

The Poste aux Lettres is in the same street as the
Palais de Justice, and near the latter.

260 FRANCE.

A fortress of third class, constructed by Vanhan, on the Moselle. Steamers during summer between Motz and Thionville.

CONVEYANCES.-Rail to Metz, Nancy, and Torbach. See page 51.

### Toulon,-Hotel.-

HOTEL DE LE CROIX D'OR, having a southern aspect is exceedingly clean, and is highly recommended for its good accommodation and moderate charges.

Population 45,500: 564 English miles from Paris. and 30 from Marseilles. Toulon is a well-known sesport in the south-east of France, department of the Var, in a bay of the Mediterranean. It is built at the foot of a ridge of lofty mountains, which shelter it from the north; and is surrounded with ramparts, ditches, and bastions, and defended by a fine citadel, and a number of forts and batteries distributed on the neighbouring eminences. The town is divided into two parts, the old and the new. The former is ill built, but the new town is better, containing the public structures erected by Louis XIV., several straight streets and a square, or rather oblong, called the Champ de Bataille, and used for exercising the garrison. The principal public buildings are the town-hall, the hotal de l'Intendance, and the churches and hospitals. Toulon has long been one of the chief stations of the French navy, being on the Mediterranean what Brest is on the Atlantic. It has two ports. The old one is a basin, not large but commodious, surrounded with a handsome quay; the new port is one of the finest in Europe, and is said to be capable of containing 200 sail of the line. The roadstead is spacious, and communicates with the outer port by a narrow passage. The passage by which the two ports communicate with each other is also narrow. Here are docks for ship-building, storehouses for timber, manufactures for canvas, cordage, ship anchors, &c. CONVEYANCE. - Railway to Murseilles, see page

Toulouse.—85,500.—Stat.—HOTEL:—

HOTEL EUROPE.

In department of Upper Garonne; over the river of that name is a fine bridge. Possesses a cathedral and 40 Catholic churches. Cheap fruit, vegetables. wines, ortolans, and truffles, &c.

Conveyance.-Railway, see page 40 and 41.

Diligences to Lyons and Marseilles, at 9 a.m., and to Farbes and Pau, at 10 a.m.

Tours, -Stat .- Hotels:-

HOTEL DE L'UNIVERS, one of the bost first-class hotels in France.

GRAND HOTEL DU FAISAN .- A house very highly spoken of, in a good situation.

GRAND HOTEL DE BORDEAUX ET DE LA POSTE, opposite the Railway Station

A considerable town on the Loire, containing about 30,000 inhabitants, who were formerly actively engaged in the silk manufacture, which however, has much declined of late years. It is 147 miles south-west of Paris, and the surrounding country is delightful. There is a handsome bridge here, 1300 feet long, and a very fine cathedral. A few miles from Tours, at Mettray, is the very interesting establishment for reclaiming juvenile delinquents, which will well repay a visit. A large number of English constantly reside at Tours.

ENGLISH CHURCH SERVICE twice on Sundays. Conveyance.-Railway to Orleans, Paris, Le Mans, Portiers, Bordeaux, &c. See pages 34, 35, and 37.

Troyes.—Stat., Montereau and Troyes.

HOTEL :-- GRANDE MULET.

Population 26,000; 113; English miles from Paris. 1521 from Besancon, and 70 from Rheims. Troyes is a large town in Champagne, the capital of the department of the Aube, situated between two fine meadows on the Seine. It is ill built, the chief material being wood. It has considerable manufactures, particularly in cotton and cotton stockings. Woollen, linen, leather, and thread, are all made here, but on a smaller scale. Its chief edifices are the churches; in particular the cathedral, and the churches of St. Etienne and St. Urban. Its castle, now antiquated, was long the residence of the Counts of Champagne. A public mall, or walk, extends along the ramparts, and is of great length. Here are also a town-hall, a centralschool. a public library, and a society of arts. Troy weight takes its name from this town.

Conveyances.- Railway to Montereau and Paris. see page 56.

Valence. - Stat., Marseilles, Avignon, and Lyons .- HOTEL :-

HOTEL DE LA POSTE.

Population 13,800; 396 English miles from Paris, 151 from Marseilles, and 45 from Grenoble. lence is situated in the department of the Drome, on the Rhone. It is old, ill built, and irregular, with narrow, winding, and dirty streets. The cathedral is an ancient building; but neither it nor the episcopal palace are distinguished for their architecture. The case is otherwise with the gothic facade of an old castle at this place, which is said to be one of the finest specimens of that style in France. Its manufactures comprise silk, cotton, and leather; and an extensive trade is carried on in wine. A booksellers shop in the Grande Rue is worth notice as a small bit of very rich Gothic.

The well-known St. Peray wine is produced from . a small mountainous district, about 2 miles distant on the opposite side of the Rhone. Valence is about half way between Lyons and Avignon.

CONVEYANCE.—Italiway, see pages 46 and 47. For Steamers, see Alphabetical List, page 211.

Valenciennes-Stat., Northern of France. NOTEL DE COMMERCE.

Population 20,600. A place of considerable trade and wealth; also strongly fortified by its posttion on the Scheldt, at its confluence with the Rhendelle, by which it may be surrounded for three-fourths of its circumference by water, retained by means of sluices in the fortifications. town is well built; the houses are generally of brick and white stone. The Hotel de Ville, in which the Gothic style is minuled with several orders of architecture, will claim attention; it is highly decorated; the handsomeficade, surmounted by an attic, adorned with Cariatide figures, representing the four seasons. The Hospital and the Theatre are also remarkable. Many agreeable promenades will be found; the Cours-Bourbon, the Place-Verte, the Embants-

ment between the city and the suburbs, the circuit of the outer fortifications from the Mons Gate to Quesmey Gate, the Faubourg Cambral. From the Citadel tho valley of the Scheldt is seen to advantage. Froissart, the historian of the 14th century, was born here. It was also the birth-place of Watteau. It is noted for its lace.

CONVEYANCES - Railway to Brussels and to Paris. soe pages 12 to 15, and 64.

Versailles. -Stat .- HOTEL:-

HOMEL DE FRANCE.

Population 30,000. Reached by Railways from Paris on both sides of the Seine in half an hour. (See pp. 1) & 24). It would require a volume to explain the beauties and remarkable productions of this palace, its pleasure-grounds, galleries, and noble salorns, containing the Historical Museum, a magnificent collection of paintings, representing the History of France or rather the wars of France, from the earliest period to the present time. Louis Philippe caused the interior of this magnificent building to be entirely redecorated, in keeping with the splendid collection of paintings. The whole is arranged to show the progress of time; and some future day, not far in the distance we would hope, will surely give way to a history of the peace of France, and its attendant The floors throughout are studded with blessings. The floors throughout are studded with statuary. It requires fully four hours merely to wander through the various apartments and gardens. The principal masters who have contributed to its adorument are Horaco Vernet, l'aul Delaroche, Johannot, and many others. The Cabinet of Natural History, the Opera Saloon, the Chapel, and the Park, with its splendid statues, fountains, and cascades, as planned by Louis XIV., will each in succession excite the admiration of the beholder. The Hall of the Jen do Paume or Tennis Court, the scene of the first decided act of the French Revolution is also interesting .- A Catalogue may be bought at the Palace, explaining everything worth seeing in it .-The Museum is shown on Saturdays, Sundays, Mondays, and Tuesdays, from ten till four. The various small fountains play the first Sunday in every month—the larger ones only a few days in the year, of which notice is given in all the Parisian newspapers .- The railway on the left bank of the Seine passes Sevres, where the national china manufactorios are carried on.

CRURCH OF ENGLAND .- Divine service on Sunday at half-past one o'clock, at the chapel Rue Hocke. CONVEYANCES .- Railway trains to Chartres. Laval, &c., also to Paris, on the right and left banks of the Seine, see pages 19, 24, and 25.

Vichy .- HOTEL :- VELAY - very good and moderate.

Vichy is in the department of the Allier, 250 miles south-west of Paris, and 5 miles of the St.

Remy station, of the central of France Rallway.

Situate upon the banks of the Allier, about 40 miles south of Moulins, in a beautiful valley enclosed in an amphitheatre of hills, covered with a profusion of fruit trees and vineyards. It is the most frequented watering-place in France, and contains seven springs, which all belong to the Thermal Establishment. The roads in the vicinity of the town are good, and very fine views may be obtained. Strangers will find every convenience in the town, which can easily be reached by the railway which passes at a few miles distance. bathing season begins on the 15th of May, and ends on the 15thof September.

ENGLISH CHURCH SERVICE, twice on Sundays during summer. Chaplain supplied by the Colo-

nial Church Society.
Conveyances. — Diligences to Lyons, Roanne, and St. Remy.

Vienne.—Stat.—20.000

A sous préfecture of the department of the Isère. and one of the most ancient cities of France, sitnated on the Rhone, at the influx of the Gère, which supplies the motive power to a number of cloth mills, paper mills, and iron works. Vienne is rich in Roman antiquities, and histor.cal associations, The principal objects of attraction are the museum. which was originally a temple dedicated to Augustus, and contains a number of Roman inscriptions, marbles, fragments of columns, capitals, &c.; the ancient portico called the Arc de Triomphe, but was part of the old Forum; the cathedral of St. Manrico; the tower of St. André le Bas; and outside the town the Aiguille, a sort of Roman obelisk. There are some lead mines in the neighbourhood,

Conveyances .- Railway to Valence, Marselles, Lyons, Paris, &c., see page 46. Steamers to Avignon and Lyons.

Vierzon. - Stat., Paris and Brassac.

HOTEL: -DE LA CROIX-BLANCHE, DE MESSAGERIES. Population 4,980; 126; English miles from Paris, 8f from La Doge, and 50 from Orleans. In the department of Cher, at the infinx of the Eure into the It has manufactures of woollen and allk stuffs, and also a cannon foundry.

CONVEYANCES .- Railway to Chateauroux, Bourges, and Orleans, see pages 28 to 29.

Yvetot.—Hotel DES VICTOIRES

An ancient little town in Normandy, lying between Ronen and Havre. This place may be reached by Railway from Dieppe, Rouen, or Havre. The Tourist would do well to take the Rail from Dieppe to St. Victor, and walk from themes. The distance is about 7 leagues, and the country is interesting.

Conveyances - Rail to Hoore, Rouen, Paris, &c. See page 20.

BELGIUM. 271

# BELGIUM.

For a more detailed description of Belgium and the Rhine, see BRADSHAW'S ILLUSTRATED HAND-BOOK OF BELGIUM AND THE RILINE, which gives, in a portable and convenient form, a clear and elaborate description of all the Cities, Monuments, Works of Art, Cathedrals, Public Buildings. and Historical Reminiscences of this very interesting country; and the Rhine-from Rotterdam to Schaffhausen-with wood and steel engravings, clear and distinct Maps of the Country, Plans of the Towns, and Panorama Map of the Rhine, the Sambre, Meuse, &c .- Price Five Shillings.

BELGIUM is situated between 49°27' and 57°31' north latitude, and 2°37' and 6°0 east longitude, Its greatest length from N.W. to S.E. is about 175 English miles, and its greatest breadth from N.E. to S.W. about 127 English miles. Its superficial area is about 7,279,448 English acres, or 11,375 square miles. The general aspect of Belgium is level, indeed it contains no ridge that could be properly called a mountain. The southern portion is high and rugged, but towards the north it sinks into a flat plain. The country in the northern provinces, along the rivers and estnaries is, like that of Holland, protected from inundation by dykes; and along the open sea by sand hills or downs, which vary in breadth from one to three miles, rise to a height of fifty or sixty feet, and are in most cases thickly covered with pins trees. The sea itself, to a great distance from the shore, is filled along the whole coast with sand banks. which render the navigation very intricate, and very dangerous to large vessels.

In climate the Belgian provinces differ much: for whilst in Luxembourg the climate is temperate and healthy, in Liege it is often hazy and damp. In Namur the air is sharp and agreeable, and in Halmanit the climate is mild and temperate. Fast and West Flanders enjoy a moist climate, and in some places are subject to maluria. The summer here is warm and rainy, and the winter cold.

The Belgian people consist of two distinct stocks-the Germanic and the Groco-Latin. To the former belong the proper Belgians or Netherlanders, who speak the Flemish tongue, and a small number of German-Dutch-mostly in Limburg and Luxembourg. To the latter belong the Walloons, who inhabit the higher or southern portion of the country and speak the French-Flemish and the Walloon-two dialects of the French language. Productive industry has long characterised the Belgians, the principal productions of which are Brussels, Mechlin, Bruges, Ghent, and St. Tron laces, the clothes of Flanders, Brabant, and Hainault, the printed cottons of Ghent, Brussels, and other places, the bleaching establishments of Courtray, which rival those of Haarlem, the carpets of Tournay, the papers of Liege, with its military arms and cutlety. The industry of the Flemings has within two hundred years converted a tract of land, once a sandy and barron heath, into a beautiful garden; and the product of its wheat is often not less than sixteen to one, and outs ten to one; whilst scarcely in any part of Britain does wheat give more than eight to ten for one. East and West Flanders alone produce annually flax to the amount of £1,600,000. The Coal Mines of Hainault produce more than those of the whole of France; and the anausi quantity raised in Belgium is 2,000,000 chaldrons. More than 150,000 tons of iron are annually counted. The cloth manufactures at Verviers employ 4000 men; and the oction manufactures, not-withstanding the loss of the Dutch colonial markets, have improved steadily since 1830, and now repre-sent a capital of £3,000,000 storling. Commerce has greatly increased in Belgium lately. The principal exports are the productions of its flourishing agriculture and numerous manufactures, such as corn, bran, cost, oil, lace, woollen and cotton cloths, linen, canvass, arms, cutlery, and ironmongery.

The Administrative divisions of Belgium consist of nine provinces, subdivided into arrondisements

communes, and cantons, after the French models.

Passports.—See pages xxiii to xxxviii.

Money.—English Bank Notes or Sovereigns are convertible into francs throughout Belgium, at the rate of exchange of the day. The Sovereign, or Pound Sterling, being at par 25 francs, and a few continues more or less, according to the variations in the rate of exchange. A reference to our "Table of Fereign Monics," page xxxix, corrected for the current month, will enable the traveller to accertain the actual rate of exchange, within a few contimes; and any respectable "Exchanger" will give the value

for English money current for the time being. A francis equal to 100 centimes.

ELECTRIC TELEGRAPH.—The lines were opened on the 15th of March, 1851, and extens from Ostendto Verviers, where they are in connection with the Prussian, Austrian, Saxon and Bavarias lines. to Benssels, and from thence to Paris. These lines are also in connexion with the Submarine Telegraphy

#### DIFFERENT ROUTES.

2, By South Eastern Railway to Dover every night at 81, and thence by Steam-packet at 11.15 to Ostend, every night except Sunday. See Advertisement.

I.—By Railway from London to Dover, and thence by Steam-packets to Calais, see advertisement; and by Northern of France Railway to Lille and Ghent, or Lille to Douat, Valenciemess; and Mons, to Brussels. Also by Lille, Mouscron, Tournay, and Jurhise, to Brussels.

S .- By Steam to Ostend every Wednesday and Saturday, direct from St. Katherine's Wharf. See page 193. The "Holland" and "Belgium" are fine ships, and perform the passage in ten hours

4 .- By Steam to Antwerp, direct from St. Katherine's Wharf. See page 197. The packets on this station are now of a very superior description. The General Steam Navigation Company's steamers "Dolphin" and "Rhine" are superior first-class ships. The Belgian Company's new ship "Baron Osy," is also a very fine vessel. They perform the passage in about 17 hours, and reach Antwerp on the day after leaving London, in ample time to enable the passengers to proceed, if they wish, by the first or second train to Cologne. But few persons do this, as the "glorious works of art" in Antwerp are , chiects of too much interest to be passed unvisited.

5 .- By Steam to Calais every Sunday and Thursday morning, direct from London Bridge Wharf. See page 198.

6.- By the Screw Steam Shipping Co's. Steamers from off Irongate Wharf to Dunkirk, thence by Rail to any part of Belgium. See page 198.

7 .- Hull to Antwerp, Gee and Co's Steamers, see p. 193; also by the Hull Steam Packet Co.'s Steamers, see p. 193.

#### ROUTE 1.

In order to facilitate travellers in their Belgian tour, we arrange in consecutive order the principal railway routes at present existing in that country. We may also observe, that we have pointed to such places of note worth the excursionist's attention, which, though not immediately on the direct ronte, yet branch off at intervals and admit of a short visit by a little delay. The first route we give is from

#### London to Brussels, via Dover and Calais.

The tourist, on leaving London Bridge, finds himself whirled over a beautiful country; and at about six and a quarter miles he finds himself in sight of Sydenham. To the right of the line the Crystal Palace of 1851 has found a permanent home, and stands forth as a grand and splendid monument representing the combined elements of universal industry, and ornamenting the picturesque locality in which it is situated. Very little of interest surrounds the remaining part of the journey to Dover, where the traveller takes the steam-boat, and leaving the old cliffs of England, finds himself after a delightful sca-trip of two hours, at Calais, in France On arrival here tourists should proceed direct to the passport office, on the railway station, and get their passports properly rise, after which they should proceed to an adjoining room for the purpose of having their baggage examined. This, however, can be avoided by declaring them for trunsit.

Calais .- See page 240.

The journey between Calais and Brussels is performed by rail. The first place of interest to be met with is Lille, where carriages are changed.

Lille .- See page 255.

Passengers who take this route change carriages at Lille for Mouscron, where passports and baggage are strictly examined.

## Roubaix.-See page 267.-Tourcoing.

Mouseron is seen on an eminence to the right. with its beautiful church built of bricks. Its chief Importance arises from the fact of its being situated a on the frontier.

From Mouseron the traveller can proceed to Brus-bls by either of two routes. By that leading to Chent, Malines, and thence to Brussels, or by the direct route from Tournay to Ath and Jurbise. As " the trains, however, start at the same time for each of these places, passengers should examine their tickets to ascertain which route they are booked for, and to see that they and their luggage proceed by the same train.]

MOUSCEON TO BRUSSELS, via COURTRAY, GHENT, AND TERMONDE.

Courtray .- HOTELS: -- DAMIFR and LION D'OR. -20,000.—This is a fortified town of West Flanders, situated on the river Lys, which supplies good water for bleaching. It is much celebrated for its manufactures of linen and lace, and produces a large supply of fine flax. It is 32 miles south of Bruges, and 27 miles south-west of Ghent.

The Town Hall deserves to be seen, on account of two chimneys, the sculpture of which are of the greatest beauty, and most highly finished. One is placed in a sort of ante-chamber, which leads to the conneil hall, the other is in the hall, which it wonderfully beautifies. The Church of St. Martin. founded about 650 by St. Eloi, apostle of Flanders, is remarkable for its tower, which surmounts the front portal, commands a splendid view of the surrounding country and adds much to the majestic appearance of the building. The multitude and richness of the ornaments in the interior attract attention. The Tabernacle of brown stone of Avernus is worth notice. The church also contains a very valuable painting-"The Scene of Martyrdom at Rome," by Van Manderen, who was a poet and historian rather than a painter. It also contains a picture representing the "Descent of the Holy Spirit upon the Apostles;" and the two shutters, the "Sleep of Adam in l'aradise;" and the "Bap-tism of Christ." The Church of Notre Dame possesses a Vandyke-it is in Baldwin's Chapel, and represents the "Crucifixion;" this painting is greatly admired. This church was crected by Baldwin, Count of Flanders and Emperor of Constantinople. It deserves to be visited both on account of the splendour of its ornaments and the richness of its paintings. In the same church are two bas-reliefs by Godecharles, and a "Christ in the Tomb," by Van Reable, which deserve attention—the Church of St. Michael has a small picture of the celebrated "Battle of the Spura." The Tabernacle will attract the visitor's attention. The Academy, Museum, and Library together with the Market Hall are the only other places worth visiting.

Conveyances.—Railway, see pp. 63 & 69. Haerlebeke.—Olsene.—Nazareth.

Ghemt—Stat.—(With Map in Special Edition.)
Horiz. Royal, Place d'Armes, in the centre of the town, and nearest to the railway station, a first-class Hotel—highly recommended to Eng. travellers; Landlord, Mr. Marit.

HOTEL DE VIENNE, nearest hotel to the churches St. Bavon, St. Nichol, and St. Michael—recommended for its moderate charges, and excellent accommodation. A. Roszmann, proprietor. (A German.)

HOTEL DE LA POSTE.—This old established first rate Hotel has been re-opened by Mr. C. Dubus, late of the Hotel de Flandre, and is highly recomrected.

Ilistance from Bruges, 44 kilometres=28 miles; time lh. 25m.—The stations between this place and Bruges are Blæmendæl, Ælire, llambæke, and Landeghem. The station of the Direct railway to Antwerp is at the Porte d'Anvers. This direct line, worked by a private company, runs through the Pays de Waes, the finest garden-like and most deusely populated district in Belgium: it passes the important towns of Lokeren with 18,000, and St. Micholas with 21,000 inhabitants. Post-Office in Rue de l'Université. Facilantes as at Bruces.

The streets and public squares of Ghent are wide and spacious: it has more the appearance of a modorn city than Bruges; and there are elegant equipages rolling through its busy thoroughfares. The Town Hall of Ghent is apparently an unfinished structure; and in admiring this exquisite specimen of florid gothic architecture of the right wing and corner, the traveller will regret that the architect who executed this part of the edifice did not complete the other side in the same style of elegance and beauty of design, which is probably unequalled by any other specimen in Europe. There is a bust of Philip van Artevelde to be seen here. The eathedral church of St. Bayon is not remarkable for external beauty, but the interior presents a singular appearance, from its being lined with black marble, and from its having 24 chapels containing orusments and paintings of great value. The curious will be interested by visiting the site of the houses of Van Artevelde, the Flemish Captain-general, and Count Egmont; also the Gilded Dragen, brought by Van Artevelde from Bruges, now on the Belfry. The oldest and one of the finest churches is that of St. Nicholas.

It would occupy too much of our limited space to describe each oratory, but we would direct attention to the eleventh, which is embellished by one of the most remarkable works of the early Flemish school. A painting, representing "The Adoration of the Lamb," by the brothers Van Eyck, is considered an extraordinary chef devere. The colouring is as strillant and as pure as the first day it left the hands of the painters. The composition combines the breadth and power of the Flemish school, with the grace and delicacy of the Italian. No person should quit this chapel without having the details of the picture, described to him. In auother part of the glaung described to him. In auother part of the schuges (ju chapel fourteenth) there is a painting by Kutone squally admired. It is a picture representing a religious ceronory—St. Bayon renouching

the military profession to become a monk. Joshua Reynolds says of this painting, that "for composition, colouring, richness of effect, and all those qualities in which Rubens more particularly excelled, it claims a rank among his greatest and best works." The pictures in the church of St. Michael have been shamefully treated by the vandalism of ruthless depredators and modern restorers or picture cleaners. The once beautiful work representing the Crucifixion, by Van Dyck, is so disfigured as not to be worth examination! The Museum of Ghent is by no means worthy of such a city: but the florist will be much gratified by a visit to the Botanical Gardens, which contain some of the choicest exotics and rarest plants acclimated in Europe The Beguinage is worth visiting; it contains one of the finest pictures by Raphæl in Belgium, the subject is the head of our Savfour. The Beguinage is a convent, but the inmates are permitted to leave when they like, they may get married and even return in widowhood.

Cauren of England Service—On alternate Sundays at half-past 11 a.m. and 3 p.m., at the Chapel in the little Digue du Brabant, near the railway station. Holy Communion, second Sunday in the month.

Cab-hire.—A course or drive, 1 fr.; first hour, 1; frs.; second hour, 1 fr.

AGENT for the Sale of J. A. Farina's Eau de Cologne-Mr. J. Poitle, Confeur.

Conveyances.—Railway to Malines, Brussels. Brussels, and Ostend, see page 62.—To Courtray, Tournay, and Mouseron, page 63. Also to Antwerp direct, page 74.

[The traveller going from Ghent to Brussels can proceed by Malines, see page 274, or by Alost, see page 274, and so on to Brussels, see page 2751.

The line branches off from Ghent to

Audenarde.—A picturesque Flemish town of 6000 inhabitants, containing a very handsome Gothic Town Ifall, a Collegiate Church, with some remarkable wood carving. The churches of 8t. Walburga and Notre Dame de Parnelle are worthy of norce. For Eallany Time Tables, see page 631.

Mousceon to Brussels, vid Tournay, Ate, and Jurbise.

Mouscron, -- See page 272.

Tournay.—Horki.—Horki or Since D'On.

A fortified city, in the province of Hainault.
The town itself is indifferently built, and has a
gloomy aspect: it contains a population of nearly
40,003, who are engaged in the manufacture of
cotton and woollen stuffs. Tournay contains the
most aucient cathedral in the country, in which
are several celebrated pictures by lithens and some
marble groupings by Dufresnoy, a library, in which
are 22,000 volumes and a Miseum (at the Hotel
de Ville, containing some interesting specimens of
domestic architecture, and curiosities, a cabinet, of
natural listory, &c.

Conveyances. — Railway to Mouscren, Courtery, Ghent, Mailnes, and Brussels, see page 65.—To Ath, Jurbise, Braine-le-Comte, & Brussels, see p. 77.

Ath .- HOTEL CIGNE -- A fortified town on the Dendresco, 21 miles from Tournay. A terrible fire In 1433, a hurricane in 1600, and an earthquake in 1691, and other disastrous events dismantled Ath of all her monuments, &c. St. Julien's Tower and the Parish Church alone escaped the conflagration. Ath instained many dreadful sieges. The fortifications constructed in 1815 are strengthened with great care. The population is about 9000. Plax manufactures.

Railway, see pages 70, 71, and 74. Mailles, Attres, Brugelette, Lens. Jurbise, a small commune with a population of 700 souls. It is about eight miles from Mons by railway. The country along from Jurbise to Braine-

le-Comte is rather interesting.

Soignies .- the chief town of a district in the province of Hainault, is a pretty and nest town, agreeably situated on the Senne, and passed by the railway. Its churches and tombstones are very old, and counctfull to interest the antiquarian Extra fine flax produced here, used for the manufacture of lace.

Braine-le-Comte. This town wastermerty in the department of Jemappe, and derived its name from the celebrated Brennus, in the time of Julius Casar, who built the town, and strongly fortified it with a castle, &c. Both castle and town, however, were destroyed by the Spaniards about the year 1677. The district around furnishes some of the linest flux in the world. A few miles to the north-west is Steenkerke, remarkable as being the spot where the Duke of Laxembourg defeated William III., in 1692, with a loss of 7000 men. From here a railway branches off to Charlerol and Namur.

CONVEYANCES .- - Railway trains to Charleroi and Mamur, page 65 .-- To Jurbise, Ath, and Tournai, see Time Table, page 70. - To Mons, Valenciennes, Dougl, Arras, Amiens, and Paris, see pages 61, and 12 to 15. To Brussels, see page 71.

A tunnel precedes our entry to Tubise, which possesses no interest for the

travellor.

Kembecq-Containing 2300 inhabitants, with no objects of interest save its old château and its numerous distilleries. Nothing worth notice presents liself after leaving the Tubise station.

Hal. - A small but pretty village of 5000 inhabitants, built partly on the Senne, and partly on the canal Charleroi. It has no objects of particular interest, save the Church of St. Mary, celebrated as possessing a miracle-working image of the Virgin. It is of wood, 2 feet high, and has acquired immense wealth by plous offerings, including gold plate given by Charles V., Maximillan I., l'ope Julius II., ic. It has a beautiful high altar and font of brass.

Loth. - Horel Pays Bas. Where we halt to take on some carriages.

Rnysbroeck .- A little village of 500 inhabitants, deserving no special notice.

Forest.

Brussels.—See page 275.

· ROUTE FROM GHENT via ALOST TO BRUSSELS. Melle, Wetteren, Schellebelle, Lede. pe page 62.

DEC. -- Stat. -- HOTEL PAYS BAS.

On the river Dendre, the shief town of the stript of Rest Flanders, is said to owe its origin

to a fortress built by the Goths in 411. It was formerly the capital of what was called Imperial Flanders, and was reduced to ashes by a conflagration in 1360, and in 1667 the celebrated Marshal Turenne took and dismantled it. The town hall is & fine gothic edifice, built in 1210, and is in excellent preservation. The collegiate church of St. Martin was built by the same architect as the cathedral of Amiens, and contains a fine picture by Rubens, representing the "Plague of Alost." The population is about 15,000, chiefly engaged in linen, soap, and thread-lace manufactures. Great Hop Market.

Converances .- Railway, see pages 62 & 74. Rull to TERMONDE and LOKEREN, see page 74.

ROUTE FROM GHENT via TERMONDE AND MALINES TO BRUSSELS.

Melle. Wetteren.

Termonde-Stat.-HOTEL.-AIGLE.

An ancient town, said to be earlier than the time of Charlemagne. It is situated at the mouth of the river Dendre, at its confluence with the Scheldt. The inhabitants have a taste for the fine arts, and the traveller may readily obtain access to several private collections, among which we may name those of M. Schellekin and Madame Terlinden. David Teniers married in this town, and resided here several years. The population is about 8,000, chiefly engaged in the homp and flax trade. It is 16 miles, by rail, west of Malines, and 19 from Ghent.

CONVEYANCES. - For Trains, see Time Table. pages 62 and 74.

[Rail to ALOST and LOREREN.] Buggenhout.- Maldcren. - Londer-

zeel.-Capelle. Malines, -(In German, Mechlin.) -Stat. Horra Sr. Jacques, in the Corn Market-an old established comfortable Hotel, much recommended.

A large town, in the province of Antwerp, divided by the Dyle into two parts. It is couldistant from Brussels, Antwerp, and Louvain, and contains a population of 25,000. The Malines station is about five minutes' walk from the town, which is one of the most picturesque Flemish cities. An obelisk is here erected, to mark the point where the various Belgiclines of railway diverge.

The antrance from the railway station is very fine. The streets are broad, and bordered in many places by good buildings. The public square and the market-place are spacious, and regularly built. The cathedral has a tower 350 feet high, of massive Gothic construction. Although unfinished, it is worthy of attention, especially the interior, which is elegant. The other buildings of interest are the arsenal, the town-house, a Franciscan monastery, and an asylum for 800 widows and ciderly women. The town also contains many curious old buildings. It has manufactures of fine Brabant lace and linen damask and silk, and woollen stuffs, besides a three lace, known and celebrated as the Mechlin lace.

Works of Art in the Churches at Malines: The Church of St. Rumbold-in the chapel on the left there is a fine painting, "Christ erucified be tween the two thieves," by Van Dyke. The Church of Notre Dame contains a picture by Ruberts." miraculous draught of fishes." The Church of St.

John possesses several of Rubens finest paintings,

"The Worshipping of the Magi," two painted
shutters, and three other small pictares. The
receipt is shown in the vestry, dated March 12, 1624,
stating that Rubens painted these elight paintings,
in eighteen days, and received 1800 fiorins for them.
CONVEXANCES.—The rallway from Antwerp to
Cologne and the Rhine, proceeds cast from Mailines
to Louvain and Liege, see page 63. West to (Stend
and Gheut, see page 62. South to Brussels, see page
67. To Ghent, Courtray, Tournay, Mouscron,
Lille, and Calais, pages 62, 63.

[Travellers from Guent or Ostend change cartiages here, if proceeding to Antwerp or Cologne.]

Continuing his journey towards Brussels, he next arrives at

Vivorde.—Stat.—A small, healthy town of 6,500 linhabitants, situated between Mainnes and Brussels. It is one of the most ancient in Belgium, and is much visited by philanthropists desirous of inspecting the great prison or penitentiary, situated in the suburbs of the town. The church of Vilvorde contains some exquisite carvings in wood. In this town Tindal, the first English translator of the Bible, suffered martyrdom in 1536. From here he passes through a very agreeable country until he enters Brussels.

CONVEYABLES.-For Railway, see pages 66 & 67.

## Brussels .- Stat. - (Map in Special Edition.)

HOTELS.—Caution.—Travellers should proceed direct to the Hotel they have selected in a Cah, as the Omnibuses charge as much, and make so many stoppages, that the best accommodation is engaged, before passengers by these vehicles reach the hotel. We also advise them not to allow themselves to be miled by cab-drivers or others interested in recommending certain hotels.

HOTEL DE BELLE VUE, one of the most highly recommended hotels on the Continent, landlord, Mr. Proft.

HOTEL DE L'UNIVERS, one of the largest, handsomest, and best in Brussels.

HOTEL DE SAKE, exceedingly good in every respect & close to the railway; landlord, Mr. Kervand.

HOTEL DE FLANDER.—This first class old-estabilahed and highly recommended hotel, in the Flace Royal, has been considerably enlarged, and has one of the finest saloons in Europe. The table d'hots is deservedly celebrated.

House, or L'Europe, a first-rate old established house, enjoying an excellent reputation. Strongly

recommended.

House Winners, a comfortable and ressenable family house

HOTEL DE HOLLANDE, Rue de la Putterie, excelient attustion in the heart of the city, between the park, the Cathedral, and the Grand Place, this oldestablished house is quiet and comfortable, good and reasonable.

HOTEL DES CHATELER, a most comfortable, ressonable, and excellent second-class house. The landlady, Mrs. Callo, is English. Travellers are cautioned not to confound this hotel with one of the name of Gallu.

GRANDE BRETAGNE.—Well situated in the Place Royale and charges moderate.

THE HORTON'S PRINCE OF WALES ENGLISH TAVERN AND CHOP HOUSE, Rue Villa Hermess, Montagns do la Cour—everything first-rute and reasonable. Good beds. Ales, stout, and porter on draft, always in splendid condition. Chops and steaks, &c., admirably cooked. The London Times and New York Herald newspapers taken in.

CARTER'S (late BAILT'S) COMMERCIAL TAVERN, Tuddu Musee. Ale and Porter on draft. Chops and Steaks. Good beds and comfortable accommodation on reasonable terms.

BOARDING AND LODGING-HOUSE.—Mrs. Haydon's, 47, Avenue de la Toison d'Or Porte Louise, is most respectable, and deserves our best recommendations.

PRIVATE BOARDING-HOUSE — No. 1, Rue de Vienne, and 126, Chaussée de Wavre, near the quarter Leopold, kept by Mile. Louise Pillond.

This, the capital of the kingdom, and seat of Government, is 88 miles from Ostend, 272 from Antworp, 48 from Glent, 714 from Liege, 922 from Lille, 1452 from Cologne, and 150 from Paris. Population (including suburbs) 145,000 The local structions are numerous.

We have now to introduce this fair city to our readers, a city which has formed the subject of the warinest eulogiums from three of our greatest modern poets, Byron, Scott, and Southey; and no person who visits it in the present day will say that their praises are exaggerated or undeserved. No. traveller who visits the lower town, observes its noble streets and mansions, inhabited by the mercantile part of the community, and then proceeds to the upper or "west end" of the city, commencing with the Place Royale, embellished by the church of St. Jaques sur Caudenberg, and the statue of the Crusader, Godfrey of Bouilion, thence to the Place des Palais, and there admires the pleasing coup d'ail formed by the King's Palace, the Palace of the Prince of Orange, the beautiful and umbrages Park, the magnificent Rue Royale, the noble buildings in the Rue de la Loi, the splendid view fram-the Place du Congrès, but what will exclaim that the beauty of the tout ensemble, the nestment. and cleanliness of this part of Brussels, render in one of the most charming claims in Eugepe, and impart a becoming dignity to the seat of the Halgian government.

If the cities of Antwerp, Bruges, and Ghent, are objects of reverence to the antiquarian, the historian, and the lover of the fine arts, the fair capital of Belgium is peculiarly the property of the ladies. It is Paris in miniature, Parisian toilettes, ganteries, chausseries, and, above all, the genuine lace of Mechlin and Brussels manufacture are to be had here on advantageous terms! The Montagne de la Cour, the Rue de la Madeleine, and the beautiful Arcade of St. Hubert, should be the special objects of their attention, and whilst they are making acquisitions at these marts, we will invite the messieurs to accompany us to the Grande Place, to admire the beautiful Gothic spire of the Hotel de Ville, and the various architectural designs of the surrounding buildings. Then crossing the Place to the Rue de PEtuve, and proceeding to the corner of the Rue du Chêne, the traveller will suddenly find himself in the presence of the oldest citizen of Brussels, the celebrated "Manniken" fountain. Honi soit qui mal y pense! Diminutive as this personage is, he is nevertheless of great importance to the bourgeoise of Brussels. Legends and traditions invest him with an importance and dignity which is peculiarly manifested upon helidays or gala days, fêtes and kermesses, when the Manniken is attired in the fieldday unitorm of a garde civique, and decorated with the order of St. Louis.

The traveller next visits the Cathedral Church of Saint Guidle, and is struck by the beautiful painted glass in its windows, particularly that of the St. Sacrament chapel, which is deemed the most exquisitely painted window in Europe. The carved pulpit, by Verbruggen, representing the expulsion of Adam and Eve from the garden of Eden, is also an object of admiration, and we would likewise direct attention to a menument recently placed in this cathedral, to the memory of a Belgian philanthropist, the late Chanolne Triste. This piece of sculpture is by the same nitist that executed the staine of Godfrey de Bouillon, in the Place Royale, and is considered one of the parest and most classical works of modern times.

The amateur of paintings will be gratified by paying a visit to the Museum.

COMMISSIONATHES.—Parties visiting this city should engage a Commissionairo of the hotel they are residing in, at 5 frs. per day, to guide them to the sights of Brussels, as he will save them much time; the same person will attend them during dinner at Table d'Hôte, and may be engaged as travelling servant.

Cerriages.—Travellers wishing to go to Waterloo, can do so by the Mail Coaches, see particulars page 280, or if they wish to visit different objects of interest in Brussels and the environs, Lacken or Boltafort, may obtain two horse carriages at 3 frs. per hour, or one horse carriages at 2 fr. 50 c. per hour for town use, of J. Suffell, 17, Rue Villa Hermosa, Montagne de la Cour, and of J. Copper, 23, Esplanade, Porte de Namur.

The Post-office, at the top of Ruede is Moutsgne, is been from 5 till 9. Postsgestamps are in use throughout the kingdom: single rate for one-third of anos. 10

centimes, for 30 kilometres (about 18‡ miles,) 20 centimes for all distances above; prepayment options. Between Belgium and all France fliestamp is 40 centimes. The following is a list of the offices for obtaining passports:—France 1, Rue des Douze Apôtres, Austria, 9, Rue Relliard, Quartier Leopold: English Embassy, Rue Belliard, Quartier Leopold. Prussian Embassy in Brussels, Rue des Orangeries, No. 2.

STEAM PACKET OFFICES.—General Steam Navigation Company, 94, Montagne de la Cour, Place Royal, where Through Tickets can be taken for London direct, via Ostend or Antwerp.

The King's Palaces may be viewed during his Majesty's absence. The Museum is open every Sanday, Monday, and Thursday, from 10 till 3, and every other day to strangers on producing their presports. The Duke d'Aremberg's Palace daily, by applying to the porter, and producing a passport, when the Prince is in town. The Town Hall daily, from 10 till 5, (gratis.) The two Houses of Parliament daily, from 10 till 3. The Botanical Gardens, (gratis) every Tuesday, Thursday, and Saturday, from 9 till 5. The Passport Office is at the Hotel de Ville and is open daily from 10 till 4. The London mail arrives in Brussels every day, except Monday, and departs from Brussels every day, except Saturday, in the afternoon. Letters for England must be posted at the Chief Office. Rue de la Montagne, before 2 p.m. for the first dispatch, and before 5 15 p.m. for the second, via France. Letters, &c., forwarded by the former are delivered in London by 9 in the morning, and by the latter by 12 the day after their leaving Brussels. Theatre Royal de la Monnaie.—Performances every evening. Theatre des Galeries Saint Hubert.—Performances every evening. Concert in the Park every evening during the summer.

In conclusion we may remark, that it is enstomary for travellers passing through Belgium, to sejourn and rest during the Sabbath in Brussels, as it offers the advantages of possessing several Protestant places of worship:—

Church of England Service.—On Sundays, at the Chapel Royal, Ruo du Musèe, at 9 a.m. and half past 2, by the Rev. C. E. Jenkins, M.A., Yellow of Magdalene College, Cambridge; in the chapel, on the Boulevard de l'Observatoire, at a quarter to 1, and half past three in the afternoon, by the Rev. W. Drury, M.A.; and at the Evangelical Chapel, Rue Belliard, by the Rev. G. P. Keogh, at 9.30 a.m. and 3 p.m.

Conveyances.—Excursion to Waterloo—See page 280.—Railway to Malines & Antworp, see page 70.—To Chent, Bruges, and Ostond, see page 62.—To Louvain, Tirlemont, Liege, Aix-la-Chapelle, and Cologne, see page 66.—To Mona, Valenciennes, Donai, Arras, Amiens, and Paris, see pages 12 to 15.—To Braine-le-Comto, Charlerol, & Namur, see page 65.—To Malines, Ghent, Courfery, Mouseron, Lille, Calais, and Dunkirk, see page 63.—To Jurbiss, Ath, and Tournay, see page 79.—To Braine, Mons, and Quibyrain, see page 84.—To Warn, see Page 78.—

To Namer, Arlon, Liege, Aix-la-Chapelle and Cologne, see pp. 72 & 73.—Steamers from Ostend to Dover every night except Saturdays when there is no boat. To London direct, every Tuesday and Friday night according to the tide, page 203. From Antwerp to London, every Sunday and Wednesday noon, see page 182.

Brussels to Paris direct, by Charleroi and Erquelinnes, see Time Table, page 73.

Brussels to Cologne, via Namur and Liege, see Time Table, page 73.

Cab-hire.—A course or drive, 1 fr.; two horses, one course, 1½ frs.; single horse, one hour, 1½ frs.; two horses, one hour, 2½ frs.

#### ENGLISH DIRECTORY OF BRUSSELS.

Railway Termini—The terminus of the Northern line communicating with Antwerp, Ostend, Ghent, Bruges, Lille, Malines, Louvain, Llege, Verviers, Aix In-Chapelle, and Colorne, is outside the Porto de Cologne. That of the Southern line for Mons, Namur, Valencienves, and Pans, is designated the Station du Midi. Terminus of the direct line to Namur, Cologne, and Pans, by Charleroi and Esquellines, Great Luxembourg Railway Station, quartier Leopold.

# Professional Gentlement recommended by the Editors.

PITSICIAN.—Dr. Perkins, 71, Ruo Ducale; is highly esteemed by the Longlish residing in Brussels, and we strongly recommend him from our own experience.

Solicitor.—T. J. Malthy (British Vice-Consul), 4, Rue de la Paille,

Chemist and Druggist.—As it is somewhat distinct to have English prescriptions carefully pregared on the Continent, we have found Mr. J. B. Fierens, 86, Montagne de la Cour. deserving all confidence, from the attention he pays to his customers and the moderateness of his prices.

DERTIET.—Mr. J. Alex, 3, Place Belliard, opposite the Park, Surgeon-dentist to his Majesty King Leopold. Mr. Alex having been established in Brussels duringthe last 21 years, has acquired the confidence of the English and Belgian Medical profession, and his appointment some years since as honorary Dentist to the King of the Belgians, proves the high estimation in which his talents are hold in Belgium.

Protestant School for Young Gentlemen, 23, Rue des Sols, conducted by Mr. G. Acker. This establishment is situated in the high part of the fown, and can be highly recommended. Bigwood's English Bank & Exchange Office, No. 8, Itse Royale. J. Bigwood, late Salter and. Bigwood, corresponds with the Union Bank of London; the Firms of Mesars. Chas. Hoare and Co., and Mesars. Martin & Co., London; Oriental Bank Corporation; Mesars. Duncan & Co., New York.

AGENT for the Sale of J. A. Farina's Eau de Cologne-Maison St. Leger.

Daily Express Office for the daily conveyance of small parcels, samples, law papers, &c., simultaneously with the mails, 77, Montagne de la Cour.

Millinery, Flowers, Head-dresses, Lace Caps Handkerchiefs, &c.—We recommend in full confidence for all of these articles, the establishment of Malame Coche-Shirmer, 72, Montagne de la Conr, near the Place Royal, who is deservedly patronised by the best families in Brussels.

Gloves.—There are so many shops for this article that we can scarcely expect ladies to abide implicitly by our recommendation; but, from personal experience, confirmed by general repute, we advise them not to purchase until they have seen the gloves of Mr. Auvrhy, 9, Passage des Princes, Galeries St. Hubert.

Eace.—We recommend with all confidence the establishment of M. Vanderkelen Bresson, No. 248, or 1, Rue du Marquis, near the Cathedral of St. Gudule; and we advise the ladies to postpone making any purchases until they have seen the above stock. Mr. V. B. was awarded the Prize Medal by the Commissioners of the Great Exhibition, a Gold Medal by the Belgian Government and the first medal at the Universal Exhibition at Paris. Visitors should be particular in not mistaking the house, or confounding this establishment with others, which may be easily avoided, as the name is on the door.

Modes .- Miles, de Basle, 19, Rue de la Regence.

Tailor.—Travellers will find a large stock of ready made wearing apparel, of the best fashlon at T. B. Colard and Co., 42, lue de la Maddelne, and at most reasonable prices. Orders are promitly executed, which is a great consideration for tourists

Messrs. Colard & Co. have also several branch establishments in the provincial towns, i. e., at Namur, Charleroi, at Ghent, 17, Rue des Champs, and at Antwerp, 680, Canal au fromage.

General Booksellers.—and Publishers of the new Guide to Brussels, M. Kissling & Co., 27, Montagne de la Cour. See advertisement.

General Commission and Patent Agency.— Mr. R. Culliford, 59 Rue du Commerce Quartier Leopold. See advertisement.

Optician and Musical Instrument Maker,— Mr. Cerf, Montague de la Cour. See advertise, ment page.

From BRUSSELS				DI		-	TIME				
to	betical List of Towns.	lat	Cle	768.	2n	d CI	888	Ex	n.	Ord	ī.
(	A Malines, Liege, Verviers, Aix-la-Chapelle, p. 66	0	8. 12			8. 9			n. 55	h. r	
l Aix-in-Chap- ) elle	B Trilemont, Landen, p. 66, Hasselt, Macstricht, Aix-la-Chapelle, p. 68	0	10 11			7 8			33 45	4	
2 Antwerp 3 Calais	Malines, Antwerp, p. 70	0	2 18	9	0	2 14	2	0	50 30		15
ſ	A By Malines, Liege, Verviers, Aix-la-Chapelle p. 66.	0	19	7	0	14	5	6	25	8	45
4 Cologne	B By Malines, Landen, Maestricht, Aix-la-Chapelle, p. 66, 68		17	9	0	12	7	5	3	6	30
ļ	Liege, Verviers, Aix-la-Chapelle—picturesque route	0	18 6	2	! 1	0	5 G			10 14	
5 London	B Rail to Antwerp; Steamer direct to London C Rail to Ostend; Steamer to Dover; Railway to London	2	9	-	1	2 13	G	_	_	_	
6 Ostend	D Railway to Lille, Calais, p. 70; Steamer to Dover; Railway to London  A By rail, via Maimes, see page 62.	2	11	11	1	7	11	-	-		-
7 Paris	B By rail, via Alost, see page 62	1	10 8			3				16 13	
8 Rotterdam {	Rail to Antwerp, p. 70; rail to Moerdick, p. 80; Steamer to Rotterdam  B Rail to Antwerp, p. 70; St. by the Scheld, p. 182		11	7	0	8	5	3	50	5	0
9-8pa	to Rotterdam A Liege, p. 66, Pepinster, p. 66, Spa, 66; the Express train does not stop at Pepinster	-	- ·	 4	-	- 7	-	-	-	4	45
S colrana W Oi	B Rail to Pepinster, p. 66; Rl. then to Spa, p. 66. By English Mail Coaches, in two flours, see page 280. Fare 5 frs. there and back.	O	8			6			0		0

#### ROUTE 2.

#### OSTEND TO BRUSSELS.

:Ostend_Stat.-(With Map in Special Edition)

HOTEL FONTAINE, an excellent establishment and highly recommended, very conveniently situated, and commanding a fine view of the sea and harbour. It has a splendid dining-room and the newly futuished apartments overlook a beautiful garden.

MESTIAN'S NEW HOTEL, is a capital, first-rate house, very comfortable; the prices are reasonable, and the handlord, formerly co-proprietor of the Hotel d'Allemagne, is particularly attentive and convisous to English travellers.

Brokers.-R. St. Amour & Son.-Agonts of the General Steam Navigation Company. Omnibuses attend the arrival of each train.

Ostend is at present principally known as a favour-Hewatering-place, much p stronized by the ellicofthe meighbouring states, who resort here in great num-bers during the summer. The town itself has no particular object deserving of notice beyond its comparts and fortifications, but it possesses one of bouse, enjoying an excellent resurtation.

the finest marine parades in Europe. The Diane of Ostend is a celebrated walk along the shore, upon an elevated mole built parallel with the sea-ward rampart of the town, and so constructed, that while It serves as a barrier against the encroaching and formidable attacks of the sea, it forms one of the most agreeable promenades imaginable.

By recent arrangements, travellers proceeding to or returning from Germany, by declaring the same at the Ostend or frontier Custom-house, their luggage is not examined in Belgium, but entered in transit, thus avoiding the annoyance of a search of luggage until the end of the journey. By an order of the Board of Customs, luggage of travellers arriving by the mails at Dover or Ostend is examined at any hour of the day or night. No permit is required on embarking at Ostend.

Conveyances. — Railway trains to Bruges, Ghent, and Brussels, page 62.—To Tirlemont, Liege, Verviers, Aix-la-Chapelle, and Cologne, pages 66 and 67. Steamer from Ostend to Dover, see page 198. To London direct, by the General Steam Navigation Co.'s ships, according to tide, see p. 208.

Bruges-Slat.-- Hotels:--

HOTEL DE COMMERCE, à first-rate ofd-establish

HOTEL DE FLANDRE—au old established house famous for its fine wines and good dinners; andlord Mr. Decker Cruyt.

Distance from Ostend, 22 kilometres (14 miles); time occupied in transit 30 to 35 minutes. Six canais here meet, from Ghent, Ostend, Dunkirk, Sluys, Furnes, and Ypres, in the large dook or basin, which is the finest in Belgumn. Fares of Vigilantes, 1 france per drive; or for the first hour, 1 fr. 50 c.; for the others 1 fr. for two persons; if for three or four, \( \frac{1}{2} \) fr. per hour more. The railway station at Brugos is on the Vrydags Markt. The West Flanders Railway is now open to Courtray, making a direct railway from Ostend and Bruges to Paris, via Lille, Amiens, &c. It is 23 miles shorter than by Ghent.

On leaving Ostend, it is a very general custom for travellers going to Germany to take a railway ticket for the whole distance to Cologne, for the purpose of reaching the Rhine with the least possible delay. In so doing they deprive themselves of the opportunity of visiting the cities in Belgium which possess more objects of interest to the lover of the fine arts, more pure and perfect specimens of florid gothic architecture, a richer collection of rare and beautiful paintings, by the old Flemish masters, than can probably be found in the whole of Germany. If, instead of hurrying in this hot-haste through a country which presents so many points of interest to travellers in general, and to Englishmen in particular, our countrymen were to devote a part of their time to Belgium, they would never regret becoming acquainted with its peculiarities, its tine old cities, its glorious monuments, its arts and sciences, the people and their institutions.

Commencing with Bruges, which occupies so prominent a place in the history of Flanders, the traveller will find this town especially worthy of notice—not that it presents the aspect of a populous modern city, but breams it has preserved the peculiarities which distinguished its appearance during the middle ages.

The population is about 49,000, and on fete days the fine old city wears a gay and animated appearance.

The churches and other public edifices of Bruges contain several rare paintings. The church of Notre Dame has many works of art worthy of an attentive examination. A statue of the Virgir and the infant Jesus, supposed to be by Michael Angelo, is greatly admired by connoisseurs for the classical beauty of feature and delicate form of the hands which characterises the two figures. Among the paintings we need only direct attention to a picture of the Virgin and Child, surrounded by Saints, reputed to be by Van Dyck, the "Adoration of the Shepherds," and the "Adoration of the Magi." Before quitting the church the traveller should inspect the puipit, one of the most beautiful and highly finished pieces of carving in wood to be seen in Belgium. Instead of visiting the neighbouring churches, the traveller will do well to go to the Hospital of St. John, which is close to the church of Notre Dame, as this institution is celebrated for consequence of the setting pictures, painted by Hans Scholing, so remarkable for purity of colouring and significant of the most indifferent specta-

tor will find himself an admirer and a describer of their prominent beauties.

The Belfrey of Bruges has, according to some, the finest chime of bells in Europe, 48 in number, played 4 times an hour by carfous machinery which can be inspected by paying a small fee. The lace-working, which is the chief industry of the poor women can be seen in almost every street. The Fish market is very curious. Bruges has the characteristics of a Dutch town, more than any in Belgium.

Church of England.—On Sundays, at the chapel, Rue d'Ostende. Livine service 11 a.m. and 3 p.m. Chaplain, Rev. A. V. Hughes Hallett.

CONVETANCES.—Railway, see Time Table, pages 62 and 69.

Omnibuses attend the rollway stations.
[From Bruges, the West Flander: Rallway branches off to-

Lichtervelde, the junction for

Furnes.

Inglemunster, the junction for

Deynze.

Courtrai .- See page 272.

Ypres.

Poperinghe.

For Kallway Time Tables, see page 69.]

Ghent. -See page 273, -From Ghent the traveller can proceed by

Malines .- See page 274; or by

Alost. - See page 274.

Brussels .- See page 275.

GHENT TO ANTWERP, ria St. NICHOLAS & LORERSM.

Ghent,- See page 273.

Parties entering Belgium at Ostend, and who, proceeding to Ghent, wish to visit Antwerp, might make a very expeditions tour by proceeding direct from Ghent, and they will arrive at Antwerp in about one hour and a half. If it be so wished sevisit can be made to

Lokeren - Stat.-Hotel .-

DES QUATRE SCEAUX.

A considerable manufacturing town, on the direct railway from Ghent to Antwerp, containing 18,000 inhabitants. It is situated on the river Durme, by which it communicates with the Scheids. The market-place and the quay are remarkable. The church, the construction of which dates as far back as the seventeenth century, is adorned with an elevated tower, and contains one of the dinest publish in Belgium, magnificently carved and representing, in a group of ton figures, "Jems"

among the Doctors." There are also some fine betters: one especially should be examined, the Groundiston, by Veraeghen. A fine picture, re-brosenting "Abigail going to meet David," by Otto Venius, is the property of a baker of the town.

CONVEYANCES. - Railway to Antwerp and Ghent, tee page 62; to Alost and Ath, see page 74.

A visit may also be paid to

St. Nicholas.—Stat.—21,000.—Hotel :— De Flandre.

The chief town of a district of East Flanders, on the road from Ghent to Antwerp. A flourishing trade is carried on in all sorts of stuffs, which are here manufactured. The principal church has some fine pictures, faud the Town Hall is a splendid specimen of art, by Smeyers. Great Flax Market.

CONVEYANCE.—Railway to Antwerp and Ghent. See Time Table, page 74.

Passing Nieukerke, Boveren, Zwyndrecht, we

Passing Nieukerke, Boveren, Zwyndrocht, we arrive at

Antwerp.—Stat.—See Route 3, page 281.

Waterloo,-Hotels:-Mount St. Jean and Colonno.

The excursion to Waterloo is a very pleasant one indeed—through the forest of Soignies. Fee English or American travellers who visit Brussels, can refrain from going to Waterloo and Mount St. Jean, the Chateau of Hougounout, La Haic Sainte, Quatro Bras, &c., which with their exciting associations, are as attractive as ever.

The expense of a party going to Waterloo was formerly 27 francs, but this hus been reduced to a more reasonable price by the spirit of English enterprise. Instead of the close mediante, or lumbering carriage, there is now an English four-horse Mail Coach belonging to Messrs. Copper and Suffell, which runs daily between Brussels and Mount St. Jean on the field of Waterloo. Fares - 5 francs there and back, or 6 francs, including the Branch Coach round the fold!! . A reduction is made for the conveyance of parties consisting of more than three persons, on booking at Suffell's, 17, Rue Villa Hermusa. Ladies in particular will find this conveyance by far the most agreeable and unexceptionable, as two-horse branch coach conveys the passenour from the village of Mount St. Jean round the field, thus obviating all fatigue on a suitry day, and inconvenience in unfavourable weather. The Réveille in the morning, announcing the departure of the Couches, is said to produce anexciting effect. The Bugler generally startles the traveller with the tune of the "Fine Old English Gentleman."—" See the Conquering Hero Commers," or some other equally thrilling notes to with the ear, and woe the patronage of English Crawellers. The "Victoria" or "Warntor" starts at 2.30 a.m. from the licted de Saxe, and the Hotel de l'Univers, Rue Neuve: taking up passengers at all the hotes in Rio Place Royale at 9.45 a.m. precisely. The Coach reaches Waterlee at 11.15, al all the bot

Brussels at 3.30, in time for all the Table d'Hôte dinners. We strongly recommend travellers to secure their places, for the day they wish to go, immediately on their arrival in Brussels, at Suffell's, No 17, Rue Ville Hermosa, Montagne de la Cour; or of J. Copper, 23, Esplanade, Port de Namur.

This conveyance renders a visit to Waterloo an agreeable and cheap excursion, but as it interferes with the parties who formerly let out vehicles for Waterloo, this coach is opposed by Waters and Commissioners. We therefore think it right to warn our readers, that if they mention "Waterloo," attempts will be made to dissuade them from going by the "Mail Coach," though we hope unsuccessfully, as this conveyance is decidedly the best, being respectably conducted by a steady English coachman; and considering that the proprietors are two undustrious Englishmen, who have established this coach for the conveyance of travellers, we think they are entitled to the support of their fellow-countrymen.

Travellers wishing to possess a concise and authentic history of the celebrated battle, should purchase "The Voice from Waterloo," by the late Serjeant-major Cotton, to be had at the Waterloo Museum.

A fifth edition is now published, which has been carefully revised, and exceedingly well got up. It is judiciously embellished with portraits of the principal heroes of this great drama, and contains capital maps of the campaign, and the field of Waterloo, giving the position of the armics, and showing the spots where brave Picton, the gallant Howard, Gordon, and other chiefs were struck down. The author was in the fight, in the Thussars, and subsequently resided at Mont St. Jean, where he acted as Guide to English visitors over the field for a great many years.

over the field for a great many years.
Sengeaut-Major Cotton left a family of young
motherless children, who derive their chief support
from the sale of this work, and the collection of
relies sold at the Waterloo Museum.

Mrs. Veraleywich, a niece of the late Serjeant Cotton, keeps excellent refreshments at the Museum, viz: -Pale Ale, Porter, &c.

Genappe.—Stat.—Is a town of 12,000 inhabitants about 19 miles from Bru-sels. On the road a little way out of the town, the Prussians captured the carriage of Napoleon, and he himself was nearly taken prisoner in it on the night of the battle. About 14 mile from Genappe, is the village of Bolssy, where Godfrey of Bouillon was born; and at about 6 miles distance, the celebrated Tilly, the opponent of Gustavus Adolphus, was born.

CONVEYANCES.—Railway to Nivelles, Manage, and Warre, see page 76. This Railway (the Beigian Eastern Junction) is in connection with the line to Brussels and that to Louvain. The Junction with the Brussels line (Great Luxembourg Railway) is at Ottiguies.

al all the before in the Place Royale at 9.45 a.m. | Nivelles. .-Stat. -- About 11 miles from Gensiffe, precisely. The Coach reaches Waterleo at 11.15, | In the church of St. Gertende, are two publish, care and leaves that to return at 2, arriving back in 'yed by Delyanx said to be the finest in Belgisin.

On the top of a tower, is a colossal statue, called James de Nivelles, which strikes the hours. It is said that at Nivelles are manufactured the numerous reliques of the battle of Waterloo, found by the guides on the field.

CONVEYANCES .- By Railway, see page 76.

### ROUTE 3.

London (per Steamer) to Antwerp, thence to Malines, Brussels, Liege, Verviers, Aix-la-Chapelle, and Cologne.

Antwerp.—(In French, Anvers.)—80,000. (With Map in Special Edition.)—Omnibuses convey passengers to and from the trains, fare—half a franc. Horels:—

The HOTEL DU PARC, this hotel is excellent and cannot be too highly recommended too its comfort, cleanliness, civility, and charges. Mrs. Arrabit is English. See advertisement, end of book.

HOTEL ST. ANTOINE, one of the best in Europe much frequented by the English for the excellent accommodation it afferds, and itstabled hote, which is deservedly celebrated, Landlord Mr. Smith.

HOTEL DU GRAND LABOUREUR, Place de Meir, an excellent and comfortable house, highly recommended for its cleanliness and good accommodation; much frequented by English families.

BARBER'S SHIP POTEL, an excellent English house, situated on the quay and deservedly recommended for its comfort and moderate charges.

SCHREDER'S HOTEL D'HOLLANDE, charges moderie.

Horset Du Rhis, on the Quay, clean and comfortable, and reasonable charges.

The Steam-Packet direct from London to Antwerp reaches the mouth of the Scheldt a few hours more or less after midnight, passes Flushing, and generally ascends the river up to Fort Lillo, before the passengers have left their berths. At this point the beautiful spire of the cathedral of Antwerp is visible, and gradually becomes more conspicuous, tapering up into the sky far above the other steeples as the steamer advances towards the rine old city. After passing Fort Lille the presengers usually settle their accounts with the steward, and prepare their luggage for the examination of the Belgian Douaniers. This operation is performed on board, immediately the vessel reaches the quay; and though the officers are somewhat like our own. rather "capricious," and occasionally "rough," and unnecessarily zealous in behalf of the Crown, a little humoursome coaxing softens these asperlities, and they endeavour to perform their duties with as much urbanity as they are susceptible of. When this is accomplished, the passenger must exhibit his passport to the Commissaire maritime of the port. who comes on board; and if it is in order, or en règle, as they term it, it is risé, and he can disembark without further hindrance. Should an English subject have omitted to provide himself with a passport, he can obtain one from the English consul; but, as this is attended with considerable inconvenience, it is better to bring one from London. at Windsor.

The commercial capital of Reigium is situated on the banks of the Scheldt. It is celebrated for its magnificent docks, constructed under the direction, of Napoleon, which are capable of receiving twotheusand ships.

The streets of Antwerp, like those of many of the . towns in Belgium are not apparently laid out upon any plan, but have probably, in the first instance, followed the natural caprices of a growing population. They wind and turn, and turn and wind, each street so like its neighbour, that a stranger has no small difficulty in choosing out his way. Around the cathedral there are a few open squares; but generally, there is a want of some bold street, by the course of which all the rest may be indicated. If this he a fault, it is amply repaid by the grotesque architectural combinations, produced by the endless turnings of the streets. The quaint old houses, six or seven stories high, tapering up to a pinnacle, and their fronts all adorned with the luxuriant tracery which characterises the buildings erected in Flanders by the Spaniards, present themselves in such groups, and jet so pleturesquely that you are ready to forgive the irregular construction of the city. The costume of the market and peasant women is quite in harmony with the picturesque architecture. The peculiar and odd-looking shape of the straw bonnets of the elder women, and the cornettish, gay contrast in the foilette of the glils. with their variety of colours, scarlet, blue and pink trimming, the pure white cap of lace, its broad border or "lappels" shadowing the rosy face. like the mailed casque of a knight.

Probably there is no place in Europe so rich in magnificent churches, embellished by the most remarkable works of art, as the town of Antwerpenriched by the best productions of Rubons and Van Dyck, and other great masters of painting, who were natives of the city. Commencing with the Cathedral of Notre Dame, the traveller must first examine the architecture of the spire-a Gothic structure of exceeding beauty. It is 466 feet high, and runs up tapering into the clouds. with a gradual, yet correct mathematical precision which is unequalled in any other edifice on the Continent. Entering the Cathodral, the first object of attraction is the celebrated painting-with engraved copies or which most people are familiar -viz., The Descent from the Cross-reputed to be the chef Course of Rubens. To our mind the helpless heaviness of the dead body of the Saviour suspended and supported by the Apostles, and being gradually lowered-is represented with inimitable truth.

On the other side is another painting—the pendant, as the French express it—representing the "Elevation of the Cross," which Sir Joshua Reyolds describes as one of the best and most animated compositions painted by Rubens. "The Assumption of the Virgin" and "The Resurrection of the Saviour," two other admirable paintings by the same master, should also be inspected; as also the paintin acryed wood, and the newly-erected sculptured gothic stalls in the principal Choir, which will remind the traveller of those in St. George's chapsi, at Window.

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In front of the west door of the cathedral is a remarkable work in iron, executed by the celebrated Antwerp blacksmith, Quentin Matsys, who subsequently became a great painter; and in the Place Verte, opposite the cathedral, is a fine statute of Rubens.

The church of St. Jaques is an imposing-looking edifice, which contains many precious and rare works in painting and sculpture; and the interior of the church is embellished with splendour and richness of decoration. The tomb of Rubens is, however, the principal object of attraction. The altar-piece is also by Rubens, and the beautiful picture of the Saviour Crucified is by Van Dyck. The marble statue of the Virgin agreatly admired; it is by Duque-nov.

On entering the church of St. Paul, the visitor will be struck by a representation of Mount Calvary, -the Crucifixion-and the Ordeal of Purgatory. The coarse and rough manner in which these scenes are represented, form a singular contrast to the numerous works of Art excented in the highest perfection within the church. The "Adoration of the Shepherds" is said-but not generally considered-to be the production of Rubens. "The Descent from the Cross" --- A magnificent altar-piece-"The Works of Mercy"-and last, though not the least worthy of notice, the thrilling picture designated "The Scourging of Christ," by Rubens. No person can behold this extraordinary painting with unmoved feelings of admiration of the painter who could delineate the person of the Saviour undergoing the "flagellation" from the hands of the public executioner-and indignant sympathy with the suffering Saviour and author of Christianity.

The churches of St. Augustine and that of the Jesuits also contain several good paintings and remarkable statues in wood. In the church of St. Augustine is the celebrated alter-piece by Reubens, the marriage of St. Catharine. The church of St. Andrew has a pulpit representing the calling of Andrew the patron saint of the church. The carying is as fine as sculpture, and is, perhaps, Verbruggen's best work. The collection of pictures at the Museum should likewise be visited. Quentin Matsys has several works here of merit—his "Descent from the Cross" is one of the best; No. 82, "The Dead Christ"; 84, "The Virgin holding the infant Redeemer;" 83, "St. John;" 85, "A Holy Family;" 86, "Our Saviour on the Cross;" 72, The Crucifixion of Christ between the two Thieves;" 73, 77, 75, 76, and 79, are the Works of Reubens; 111, 112, 113, are admirable specimens of the productions of Van Dyck.

Teniers, Van Dyck, Sneiders and Jordans, the celebrated Flomish painters, were all born in Antwerp. It is celebrated for its manufacture of black silk and lace.

The Zoological gardens are well worth visiting; the collection of beautiful birds, and various specimens of animals, will even be found worthy of a visit from a subscriber to the aristocratic gardens in London. There are several private collections of paintings which are shown to strangers. We give the addresses of a few of them: — M. Henry, Rue de la Digne d'Ever; M. Vart Comp, Rue d'Hoboken; M. Traché, Rue du Couvent; Mr Baillic, manufacturer of the celebrated Antwerp black silks: M de Wayt, Rue du Jardin, very good; the visitor pays 1 fr., which goes to the poor.

The interior of the Brewer's Hall, near the Quay, is worth a visit.

English divine service in the English church, Rue des Tanneurs.

Convexances. — Railway trains to Ghent direct, see page 74.—To Malines and Brussels, page 71.—To Malines, Liege, Verviers, Aix-la-Chapelle, and Cologne, pages 66 and 67.—To Breda by railway, see page 80. To Moerdyck by railway, thence to Rotterdam by steamers, see page 68. The passage from Antwerp direct to London is now performed in 18 hours by the General Steam Navigation Comnew ships "Dolphin" and "Rhine" (see page 182); or the Belgian Company's New Ship, "Baron Osy." Theo vessels have the best of accommodation for passengers; and from the sea passage only occupying a few hours, the route, vid the Scholdt and Thames, or vice versa, is one of the most agreeable, and particularly convenient for families going to or returning from the Rhine. Steamers Antwerp to Rotterdam, see page 182; Antwerp to Hull, see page 182.

SHIP BROKER .- Mr. B. Kennedy, Agent of the

General Steam Navigation Company.

It is 60 miles from the sea, 274 from Brussels, 32 from Ghent, 1503 from Cologne, and 2581 from Paris. The Post-Office is in the Place Verte. British consul, Mr. Grattan. At the Tete de Flandre, on the opposite bank of the river, is the station of the Direct radway to Ghent, through St. Nicholas, Lokeren, and the fine country called the Pays de Waes, shortening the distance by more than one-third (52 kilometres or 32 miles, instead of 80 kiloms. or 50 miles), and saving about I hour's time; the fares also are less than those of the State line; but the carriages are said to be wretchedly badshaking intolerably ! Omnibuses call at the hotels to convoy passengers to and from the railway sta-The stand for Vigilantes is by the Post-Office and Place de Meir.

The scenery between Antwerp and Malines is rather pretty. The land is well cultivated, and there are several picturesque-looking old châteaux on both sides of the line.

The stations are

Vieux Dieu.—Contich.—[From Contich a line branches off to Duffell.

Turnhout.-For Time Tables, see page 65.1 MALINES to COLOGNE, via Louvain, Liege, and Verviers.

Malines, or Mechlin, (for description of which see page 274). This is the central station to which the Brussels, Antwerp, Ostend, and Cologne lines converge. Passengers from Antwerp or Ostend going to Cologne, change trains at this station.

The Guards will always promptly answer this question:—Change t'on de convois ici pour Cologne?
i. e., Do we change trains here for Cologne?

The country through which the tourist passes from Malines to Louvain is very picturesque and well cultivated; in fact, between Antwerp and Liege it is rather more interesting than is usual with the scenery of Flanders. Still, in England it would be considered flat. But what it wants in beauty is BELGIUM. 283

made up in fertility. Every little patch of ground is cultivated with the most seculous care, and the carth repays the toil bestowed upon it in plentiful crops. There is a remarkable resemblance between the general features of rural life here and those in England. The cottages in particular, are very pretty, clean, and rather picturesque.

#### [Brussels. See page 75.]

Louvain .- Stot .- HOTEL: --

This town is situated on the river Pyle, 27 miles from Brussels by the railroad, and 44 from Liége. The Town-hall is a splendid specimen of gothic architecture, and contains a fine gallery of paintings, the greater part by the first masters of the Flomish school. Travellers should also pay a visit to the Charch of St. Peter, and its celebrated charel of "Endr, idom." The Church of St. Peter has several fine pictures; the one representing "Jesus giving the Krys to St. Peter," was taken by the Fioneh to Paris, and afterwards returned. The stalls in the choir of the Church St. Gertrade are considered remarkably beautiful. In the 14th century Louvain contained 140,000 inhabitants; now less them 30,000. The most important article of industry is been, of which large quantities are annually exported. It also carries on considerable traffic in lace, corn, and hops.

Brussels may be reached either by Wavre or Mahnes.

Convexances .- For Railway, page 75.

The country from Louvain to Thelemont is rather uninteresting in its general appearance, taking in one or two villages of no very great importance. The calroad from Louvain passes through a short tunnel, and then leaves the Abbey of Pare on the right. The Abbey is still inhabited by the monks, and is furnished with three fish pends.

[At Louvain, the line branches off to

Wavre, the junction for Manage and Mona,—See page 287. Ottignies.—See page ?? Fleurus and Charleroi.—See page 28 For Time Tables, see pages 75 to 76.]

Tirlemont-8,500-Stat.-Hotel.-Le Plat D'Erain .- The chief city of a canton in the Louvain district and province of Brabant. The space within its walls south of the railway contains at present very few houses, but has very old gates. Among the chief objects of its attractions may be enumerated the old Church of St. Germain, built upon an eminence overhanging the town. It is an erection of the ninth century, containing an altar-piece by Wappes. The railroad, after leaving the station, looks down from an embankment on the town. On nearing Landen, it runs through the plain of Neirwelden, celebrated for two great battles fought there in 1693, when our countrymen, under the third William, were beaten by the French under Marshal Luxembourg; and in 1793, when the Austrians defeated the revolutionary army, and drove them from Belgium. The town itself is seated on the river Beck, 19 miles S.E. of Louvain.

CONVEYANDS, -For Railway, see page 66 & 67.

Landen.—700—Stat.—It is seated on the river Beck, 19 miles south-east of Louvain, and is remarkable as having been the birth-place of Pepin of Landen, the founder of the race of Charlemagne.

A branch railway from Landen leads to

St. Trond.—Stat.—9000—A very ancient city, called after St. Tradon, who built a monastery here. At Burstem, near this, a great battle was fought in 1417, between Chales the Bold and lis rebellious subjects at Leig. In this war all the gates and rumparts were destroyed; the city is situated in the province of Lelge, 15 miles W.N.W. of Maestrick.

Hasselt. Maestricht.—Hotel:— Du Leveire.

This town is the capital of the Dutch portion of the province of Limburg, and has 2,300 inhabitants it is situated on the river Mans, and has one of the strongest fartresses in Europe. The most remarkable things to be seen at Maestricht are the Subter amean Quaries—under the Pictersberg Hill—which extend over a space of 13 miles. The walk through the largest caverus is considered attractive, and only occupies an hour. The view from the top of the Pictersberg is fine.

Steamers daily to Liego in 2½ hours. For R alway That Tables, see page 68. Aix-la-Chauelle.—See page 325.

Weresame (Stat.) chieftown of a districtin the province of Lieve, formerly co, ital of the Herbaic, and now containing 1,500 inhabitants. Its church, an ancient foundation, by the Ganthier, of the 12th century, is worth a visit.

Conversances.—For Railway, see pages 66 & 67. Perke-900—(Stat.) is next met.

On approaching Liege the traveller should be particular in watching the ascent of the train, from the station at Ans to the stationary engine-house on the summit of the hill, and then prepare himsel. to behold, during the descent on the inclined plane. one of the most splendid paroramic views in the world, which will burst upon his sight with instanengeous grandeur. The whele city of Liege, with its cupola-dome ; its immunerable manufactories. and its palace, extended over the valley, or plainat the junction of the Meuse and Ourthe -is one of those suches never to be forgotten. The descent from the top of this hill is down an inclined plane to Liege, and the train is drawn down or up this line by means of a rope and two fixed engines of 80 horse power. There are some unusual engineering difficulties. The station is between 400 and 500 feet above the level of the Meuse. The gradient of descent is so steep, that the locomotive engines cannot be used; but the train is drawn by ropes up and down two inclined plains, cach about two miles and a half long. The view you obtain from the height of the gradient of Liege and the valley of the Meuse, is one of a character not often seen on a railway, or indeed, anywhere else! Perhaps some part of the effect it produces on the specta-tor, may be attributable to the sudden change which here takes place from flat unteresting, or, at all events, commonplace scenery, to the unfamiliar beauties of bill and valley. But the some would be grand and picturesque seen from and

point of view. Emerging from the "cuttings" of the railway, where the view is obstructed on either side, you come suddenly on Liege lying in a valley below, and embosomed in hills of more than common beauty. The town itself is, in many of its features, very similar to our large manufacturing towns with the advantage of much finer position. The smoke of the factories, rises above the mass the houses; but what would be destructive to all idea of the picturesque in any other position, becomes here almost an additional beauty, from the contrast it affords to the smiling verdure of the valley of the Meuse, and the fir-crowned hills around, The contrast presented by the view of Liege from the heights of the railway at Ans, is as strinking as the scene itself is beautiful; and, as the train deseends the inclined plane generally very slowly the traveller has a most favourable opportunity for viewing this magnificent panarama in all its thrilling details, until the train reaches the station at

Liege .- (German Lüttich) .- Stat .- Hotels: -

HOTEL DE BELLE VUE-a first-rate house, in a good situation, and well conducted.

HOTEL DE SUEDE, exceedingly good in every repect: Mr. Dalinier, Propietor

The Hotel de L'Europe we can strongly recommend: landlord, Mr Henrard

HOTEL D'ANGLETERRE, an old established and very good house.

HOTEL DE L'UNIVERS, opposite the station, very

good and clean, and moderate charges.

Omnibuses convey passengers to and from the

Omnibuses convey passengers to and from the Station for half a franc and a trifle for luggage.

Distance from Malines, 584 miles. The Liege terminus lies on the south bank of the Meuse, close to the Quat d'Avroy. The railway crosses the river by the bridge of Val St. This thriving town is situated in the middle of a plain, girt by mountains, at the junction of the Meuse and Ourthe, 71} miles from Brussels, and 311 from Aix-la-Chapelle Population 100,000. Post-Office, Place St. Denis, near the Rue de la Regence. Excursions to Spa and the hotsprings are recommended. Liege, from its extensive iron works, has acquired the title of the Birmingham of Belgium. It presents many historical reminiscences and associations to interest the antiquarian many splendid churches to attract the curious; and an active, hardy, and industrious population, to amuse the observant man of commercial acquirements. Its history is connected with the celebrated bishops of Liege-the repeated conflicts between the citizens and their bishops -the bishops against their allies, the Dukes of Burgundy- and there is prohably no better historical nurrative of these events than that given by Scott in Quentin Durward; even the town and palace of Liege are so graphically described, that the details are correct even at the present day. The church of St. Jaques is remarkable for a similarity existing between the style of Ats architecture and that of the Bourse at Antwerp: both are distinguished by the piazzas, or pillars of Sothic Moorish art-each of different pattern-and each characterized by the same beautiful elegance f design and finish.

CONVEYANCES.—Railway to Verviers, Aix-lac Chapelle and Cologne, see page 56; to Tirlemont, Mailnes, and Brussels, see page 67; to Namur, see page 79; to St. Quentio, &c., see page 17. Steamers, see Alphabelical list, page 196.

Leaving Lifge, the traveller proceeds on his route to Aix-la-Chapelle, and crosses the Meuse by a fine bridge of seven arches 469 feet long. There are nineteen tunnels on the Belgian part of the line alone. It follows close to the same course as the high road as far as Limbourg, crossing the Vesdre by seventeen bridges, and frequently piercing the rock. The Ourthe is crossed by a bridge of three arches at Chênee.

Pursuing his route onwards, by railway, from Liége to Verviers, the traveller will pass through the most picturesque portion of the line to Cologne-The beautiful railway bridge over the Mense, undulating hills and valleys, rivulets and waterfails, tunnels and aqueducts, the varying landscape, and the changing seenery, render this a panoramic view of more than usual beauty.

The scene is indeed most attractive and beautiful on both sides of the road. A perfect panorama of picturesque objects-hills, valleys, woodland and stream-greets the eye as the train shoots along. It affords a sort of foretaste of the beauties of the Rhine; and coming so immediately after the flat fertility of Belgium, this happy caprice of nature is only the more grateful. The general resemblance of the scenery in its chief characteristics, to what is seen in approaching the Highlands of Scotland. must have often struck travellers, more particularly those who pass by railway, and have, therefore, no chance of obtaining more than a coup d'ail of the rich field of beautics to their view. This part of the line must have presented frequent engineering obstacles, if we may judge from the numerous tunnels.

Chence, a manufacturing place, situated at the junction of the Ourthe with the Vesdre. The railway passes the beautiful vale of the Vesdre, crossing the windings of the stream all the way to Limbourg. The scenery is interspersed with orchards, villas, gardens, and rich pasturage, at times varied by large manufactories, principally of cloth, all alous to

Chaudefontaine (Warm Fountain). Hotel. A beautiful village, five miles distant from Liege on the Cologne railway. Delightfully situated in the valley of the Vesdre, it is much frequented by travellers on account of its plcturesque promenades and warm mineral springs, as also from its proximity to Spa and Verviers. The season for taking the baths commences on the 1st of May, and travellers going to the Illine, or returning from Germany, find it most refreshing to take a few hours' rest at this charming place, and in so doing they obviate the expenses incidental to the removal of luggage to and from the stations of larger towns.

Le Trooz.—A place of no importance.

Nessonvaux.

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[Pepinster.—Railway to Spa—distance about | The English miles. For fares, &c., see page 66.

Spa .- 4000. - Stat .- HOTEL :-

This celebrated watering-place is situated in a romantic valley, about seventeen miles from Aix-la-Chapelle. The springs are all chaly beate, and a considerable trade is carried on in bottling the water for exportation. This town has enjoyed a perfect neutrality during some of the hottest wars, chiefly on account of its being a place of medical resort for invalids from all parts of the world. The waters are highly beneficial in liver complaints and agreeable. English Newspapers can be seen here.

The fountains of Spa are distinguished by the following names, viz .: - The Pouhon, situate in the centre of the town, is the most celebrated; the Geronstere is about two miles from Spa, in a charming spot in the middle of a wood; the Sauveniere and the Groosbeck are at about the same distance, in a wood containing most delightful walks. The Redoute of Spa is situate in the centre of the town; and during the season, which generally commen ces in June, is one of the most frequented establishments in Europe. The articles of Spa wood made here are most beautiful, and tew ladies leave Spa without taking some of these with them. The Cascade of Coo, and the Grotto of Remouchamp, should be visited by every admirer of picturesque scenery.

The amusements at Spa are so arranged as to follow in uninterrupted succession. Theatre three times a week; Balls twice a week, and on the remaining days, Concerts. A band composed of 25 first-rate musicians plays twice a day either in the lively promenade, or in the Music Gallery of the Redoute. Steeple chases, flat races, hunting with a pack of capital working harriers, shooting, and fishing. Upwards of 500 saddle-horses, and numbers of elegant carriages, are let out for hire. Extra balls and fêtes, and fêtes-champêties are given during the course of the season in three splendid establishments:-the Redoute, the Vanshall, and Salle Levos, and in the magnificent garden of the Geronstere. The sparkling steel waters of Spa are the most renowned in Europe, and attract invalids from every part of the Continent and America. The Pepinster and Spa Rallway is now open, see page 54.

PHYSICIAN.-Dr. Cutler, Author of Notes on Spa,

CHAPLAIN.-Rev. Jas. Carthen, M. A.

CONVEYANCES.—Railway from Brussels to Pepinster and Sia, see page 66.

The railway from Pepinster passes a valley containing large cloth manufactories, and handsome villas with neat gardens, until it arrives at

Ensival.—Stat.—A considerable place, possessing some important manufactories, and looked upon as a suburb of Verviers.

CONVEYANCES .- For Railway, see pages 66 & 67.

Verviers.-Stat.-23,000-Hotel:-

HOTEL DU CHEMIN DE FER. This comfortable house is most conveniently situated, opposite the Railway station.

BUFFET OR REFRESHMENT ROOM.—In consequence of change of carriages that takes place here in going to Cologne, and the examination of the baggage on coming from Germany, there is ample time to take refreshments at this station, which it is desirable to do, as there is no other "Buffet" between Verviers and Malines.

Situated in the valley of the Vesdre, about sixtests miles from Liége, the seat of the cloth trade, and may justly be termed the Leeds of Relgium. It is rarely that a complaint is heard from Verviers or want of employment; the manufacturers, instead of distracting the government with demands which it campot satisfy, quictly pursue their vecation, and study to improve their productions; many of them are very wealthy. Coarse woodlen cloths are principally manufactured. The town contains notating remarkable, but the site is extremely picturesque. The railway station is very convenient for the examination of the luggage and passports by the Belgian authorities, which takes place here, in returning from Germany.

Here travellers entering Belgium from Prussia have their laggage subjected to a long and tedious examination. Carriages are also changed here, both in going and returning.

Conveyances.—Railway trains to Aix-la-Cha-pelle and Cologue, page 66.—To Liége, Tirle-mont, Louvain, Unlines, and Brussels, page 67.

To obviate delay at Herbestini, passengers going to Prussia by express trains are required to deliver up their passports before leaving Verviers, and reclaim them on arrival of the train at Aix-Ia-Chapelle where the luggle for that city only is examined; that for Cologne undergoes this formality on arrival. By ordinary trains the passports are taken at Herbestini, and returned at Aix-Ia-Chapelle.

Herbesthal. - Stat.—A short distance from seventeen arches 120 feet light in the centre over the valley of the Guile, passing through two tunels, the second of which is 2,220 feet long, pierced through a send hill. If finally terminates at Aix-la-Chapelle, down an inclined plane, up which carriages are drawn by a stationery engine in coming from Aix-la-Chapelle.

At Herbesthal the station, previous to arriving at Aix-la-Chapelle from Osternd, the luggage and passports are taken away by the Prussian authorities. The passport must be reclaimed at the station at Aix, where the luggage, for that city only, is also searched; but the luggage for Cologne is searched on arriving there.

### PRUSSIA.

Aix-la-Chapelle, see page 325.

From Alx the traveller proceeds per rail to Cologne, a distance of 43! English miles, and to Dusseldorf direct. Close by the side of the line is the Castle of Frankenburg. Charlemagne is reported to have founded a Cavile on this spot, in which dwelt, and his Queen I astrado died there.

Nirem.—This village is seen just previous to entering the cutting leading to the Nirem Tunnel, 327 yards long, which carries the railway through the basin of hills which surrounds Aix. Passing through the beautiful wood of Reichswald

**Tolberg. — Hotels: — Hissels and Wetters. — The town, a manufacturing one, with about 3000 inhabitants, is built about three miles south of the station, up a valley studded with milis, forges, &c. The town is surmounted by a picturesque old tatle. Coals, Zinc, Iron, and Glass.

"#350 hwe filer—Stat.—An industrious little town off 3,600 Inhabitants, built on the Jude, and having sik, from and wire manufactories, and also an old pictures que castle close to the line. The old Castle W Nothberg is noat passed; it is flanked with four

fowers.

tingerwehe.—Stat.—Beyond this, through the Vale of the Wehe, a viaduct of seven arches conveys the railway, which, after emerging from the entiting, passes close by the village and castle of Herode, and again passues its course through the Mage of Dhorn—crossing the Roer immediately after by a bridge of six arches, we enter the station of

Duren—Hotels Essens and Post.—Stat.—a town of 8000 inhabitants. It is no way remarkable. From here a pieusant excursion may be made up the Valley of the Ruhr to the beautiful village Nieleggen, eight miles south of Duren, built on a hill, on which are the ruins of a castle, where Engelbert, Archbishop of Cologne, was imprisoned in the thirteenth century—the rallway passes over a cutting between the Meuse and Rhine, terminating a little way short of

- Buir, whence it proceeds by a high embankment, over the lowlands of the Valley of the Erft;

erossing that river by three bridges before reaching Horrem, Leyond whose village is the fine old Castle of Frenz. Passing from the Frit into the Valley of the Bhine, through Königsdorf Tunnel, a mile long, carried through a bill of sand 136 feet below the summit, we arrive at

Konigsdorf; from here we proceed to

Mugernsdorf, crossing the road from Colegae to Julich. Here a very fine view or to had of Cologne, with its myriad towers and steeples, rising far above which is the octagon of St. Gereon, with its detached forts and hait-baried towers surrounded with trees. Hence we reach the

**Cologne** Terminus—For description of Cologne see page 298.

#### ROUTE 4.

Aix-ia-Chapelle to Dusseldorf and Ruhrort; by Rail, see page 85 for Tables.

Aix-la-Chanelle.—For description of, see page 325.

Erkelenz.-2306.

About 10 miles N. W. of Juliers, on the Rocr. Gladbach.—6000.

On the Ners, about 18 miles N. of Juliers. It has a Ben-dictino Abbey; and considerable manufactories of fine strong linen are carried on. This is the junction where the Ballway branches off to Rabrort.

Neuss.—8200.—Hotel Romischer Kaber.
This place used formerly to be quite close to the
This place used formerly to be quite close to the
This place used formerly to be quite close to the
This place used for the stream, it has been removed them it about a mile and a half.

Numerous excavations of Roman antiquities have been made here; and this is supposed to be the Novesium of the Romans. Here Drusus, who built the town, threw a bridge over the Rhine. Reuss has sustained some remarkable sleges, which are mentioned in history. Among its edifices the old church of St. Quirinus, a fine Gothic building, erected in 1209, is well worthy examination, its dome having some early paintings in Fresco by Cornelius.

Near Neuss, is the ancient abbey of Eberach, the church of which, built in the thirteenth century, was remarkable for its mountenets. On the decrease of the Princes and Bishops of Wurzburg, their hearts were deposited in it. Also, near here is the ancient castle of the family of Dyck.

Dusseldorf, for description of, see page 298.

Crefeld .- 25,000 .- HOTEL :- OBERHEIMS.

This is a flourishing town, with fine wide streets of nicely-built houses, about 5 miles from the Rhine, between Dusseldorf and Cleves. Here, there are considerable manufactures of velvet, silk, cotton, wool, linen and other articles, beside: dyeworks. The produce of the looms amounts annually to about 4,000,000 dollars. During the seven years' war, an important conflict took place hereabout. In the neighbourhood are the charming villages of Tennonthal, Crebun, Freiheit, and Ruine. For Rail to Neuss and Cologne, see page 89.

### Uerdingen .- 2800.

Close to the left bank of the Rhine, surrounded by popiars. Near this place, at Eichelskamp, the French lievolution my army under Lefebre, numbering about 25,000, first crossed the Rhine in 1796, and turned the Austrian position.

Ruhrort.-2500.-Hotel: Villes DE CLEVES. Situated at the confluence of the Ruhr (Roor), with the Rhine. It possesses many large shipbuilding docks, and has an immense coal-trade with Holland, the coal being derived from the large beds of that mineral on the banks of the Roer. This is the best harbour on the Lower Rhine, and does a large carrying trade, besides those in corn, timber, and wool. To Luftballon, a public pleasure garden about a mile distant, an agreeable walk may be taken; and the ironworks at Sterkeradeearn Oberhausen, are worth visiting. At Ruhrort is an Hydraulic Establishment, consisting of two towers, each 120 feet high, one on each side of the Rhine, at Homberg and Ruhrort, each of which contains an engine. These machines, combining the forces of steam and water, have a platform with rails, and by means of which two large waggons, loaded with goods, can be raised and lowered according to the difference of the height of the water and the rails of the railway, which terminate in the towers. The correspondence be-tween the two banks, and the stations of Homberg and Ruhrort, is made by a large steamer, having rails on deck carrying twelve carriages, and in this manner the passengers are conveyed in the railway carriages without changing their mette. from one bank to the other

# ROUTE S. Brussels to Paris.

Terminus at Brussels on the south side of the town, between the Rue d'Anderlecht and Rue de Terre Neuve. There are many cuttings on the line. On leaving the Station, we cross the Boulevard. getting a view of the Port de Hal on the left, and traversing the river Senne near Forest. On quitting this latter place we see the Senne again, and for some moments behold highly cultivated fields, and immediately arrive at

Ruysbroeck.—See page 274.

Between Ruysbruck and Hal stations the railway runs side by side with the Canal de Charleroi.

Loth.-See page 274. Hal.-See page 274.

Lembecq.—See page 274. Tubise.—See page 274.

Braine-le-Comte. -- See page 274.

At Braine-le-Conte, a branch line diverges to Charleroi and Namur, 49 miles.

Soignies .- See page 271.

Jurbise .- See page 274.

At Jurbise the line branches off to Ath and Tournay.

Mons (Bergen in German). - 30,000 -HOTEL :-

THE HOTEL DU SINGE D'OR IS a house of humble pretensions, but very good, and exceedingly quiet.

This important town is divided into two sections by the river Trouble. It is surrounded by an earth-work and ditch, and was considerably strengthened in 1820. The Hotel de Ville is a fine old structure, richly ornamented with sculpture ; and the old church of St. Elizabeth is said to have been erected on the site of a fortress erected by Julius Cæsar. It has suffered considerably at times from the ravages of war. The chief manufactures are woollen stuffs, linen, lace, and earthenware, The surrounding district abounds with coal-mines. There are also in the neighbourhood extensive bleaching grounds. The principal building is the Church of St. Waudru, built in the Gothic style, commenced in 1460, but not finished until 1580. It stands on the left hand side as we enter Mons from the railway. The interior of the church is well worth a visit; its rude piers without capitals, network of ribs, and high altar decorated with basreliefs from the New Testament, and cut by an Italian artist, commands attention.

Mons has a communication with the Scheldt by the Canal de Condé; and also, by railway, with Jurbise, Ath, Tournai, Lille, and Calais.

Conveyances .- Railway to Valenciennes, Douai. Lille, Dunkirk, and Calais, see pages 64, 12, and 14. To Valenciennes, Arras, Amiens, and Paris, see pages 12 and 15.

At Mons a branch railway ensures a direct commanication to Paris, Charleroi, Namur, and Colegne. This route avoids the detour to Braine-le-domts. On leaving Mons, the Railway passes the Stations of Cucames, Frameries, Quevy (the Bel-gian Custom-house), Feiguies (the French Customhouse), after which it reaches-

Maritmont, and here joins the Northern of France line.

St. Quentin, see page 268. Criel, see page 252. Paris, see page 259.

The traveller may also proceed from Mons to-Paris by way of

Jemmappes. - This village is only remarkable for the defeat of the Austrians by the French, under General Dumouries, and the Duke de Chartres, afterwards Louis Philippe. As we approach St. Ghislain to the left are seen the magnificent establishments of Hornu, after which we arrive at

St. Ghislain .-- The country about here has a great resemblance to the neighbourhood of Manchester and Bolton, the roads being black with coal dust and studded with cottages. From this Station there is nothing remarkable to be seen until we reach

Bousu.-Thulin.

Quievrain .-- A town containing 2000 inhabitants, carrying on an active commerce with France. It does not absolutely contain any thing worth notice. This is the frontier station of the Southern Line, and the point of junction with the Great Northern of France Railway. At Quievrain is the Belgian custom-house, where the examina-tion of the Passport and Luggage take place on entering Belgium; and one half mile further, the small river Annelle marks the boundary of France. The neighbourhood abounds in coal and other minerals.

Blanc Misseron (France) is next met with.

after which we enter

Valenciennes.—See page 269.

The delay during the examination of luggage, which takes place at Valenciannes, is considerable. The next station of importance met with is Donat after passing St. Raismes, St. Uallars, Louvain, and Martigny, all places of small note, and not

requiring a special notice at our hands; we arrive at

Douat.—See page 252.
Meeting St. Vitry and Roux we reach
Arras, which is described at page 245.
We meet Amiens next, for description o

which see page 244.

From this place the traveller is carried on, passing Cleremont, Creil, and St. Denis, and immediately after enters

Paris, described at page 259].

#### ROUTE 6.

# BRUSSELS TO PARIS.

By Charleroi, Erequelinnes, and Creil. GREAT LUXUMBOURG STATION, QUARTIER LEOPOLD.

Brussels. See page 275.

Distance, 215 miles. Fares, 36fr. 80c. 1st class 27fr. 30c., 2nd class. See time table, page 61.

This route is considerably shorter and cheaper than that by Mons and Valenciernes. On leaving Brassels the train passes through several cuttings, on emerging from which it arrives at

Boitsfort is the first station on the Luxue. bourg line, and is three miles from Brussels. The village Hes in a valley on the border or the forestait 288 BELGIUM.

Soignies. It is the great resort of pleasure parties, as it contains several excellent restaurants and gardiens, where refreshments, good dinners, and delicious fish may be obtained at reasonable prices. There are some large sheets of water, well stocked with fish, africtly preserved. Angling is permitted, by consent of the proprietor, on application to Mr. Depage, Restaurant de la Belle Vue. The walks around the village are very beautiful.

ited in the heart of the forest. Near the station may be seen the rulned foundations of a Priory, which once existed here, and which must have been a large pile of building. The village of Hoyelsert, which is close by, is very picturesque. Mr. Deman d'Atterrode is building a country house in the style of the "Moyen age," which will have a very imposing effect, as seen from the road.

Omnibus to and from Waterloo.

La Hulpe is nine miles from Brussels, and is a village of some importance. It was once a provincial town. From the station there is a fine view over an extensive sheet of water towards the country-seat of the Marquis d'Bethune, which is a remarkably fine house, with extensive grounds. There is a paper mill in the village, which gives employment to a great many hands. From the high ground above the station may be seen on a clear day, the monumental ilon on the field of Waterloo.

Rimensart is 11 miles from Brussels, and is a Price Count de Merode has a chateau in the village, and is the chief landed proprietor of the neighbour-

Ottignies is 15 miles from Brussels, and forms tite junction of the Charleroi and Louvain and the Manage and Wavre lines with that of the Luxembourg. It is one common station for the three companies. There is a considerable movement here, owing to the change of trains by passengers and the goods traffic passing from one line to another. It is intended shortly to erect more commodious waiting-rooms, &c. There are several gentlemen's seats in this neighbourhood, which are seen from the different lines.

La Roche.

Court St. Etienne.-

On leaving this station the traveller should refriember that he is approaching one of the most singular and beautiful views in Europe, viz.—the ruins of the Abbey le Villers at

Villers la Ville.—Stat.—

The line passes through the garden of the abbey, and generally so rapidly, that only a glimpse can be sibtained of these magnificent rules. The Tourist should therefore make an excursion expressly to that them from Brussels, or alight at this station and take a subsequent train on to Paris; but the armor course is the most pleasant. Arrangements have been made by which tourists can leave Brussels every day at 9.5 in the morning, and return to Brussels at 4.30 in the afternoon, in time for the hable d'hoires; thus, spending a most delightful the most aplendid, romantic, and picturesque pile ratius in Europe. Situated in a beautiful valley,

in the centre of an ancient forest, the rains where an immense area of enclosed grounds, as extensive as some towns; and the remains attest not only the importance of this celebrated monastery, but its former splendour and palatial grandeur.

The best view of the ruins is from the terrace gardens beyond the railway; but it is impossible to say which excites the most admiration, the view from the heights around, or a walk through the ruins. No one can behold the refectory, the cloisters, the crypts, the breviary, and last the magnificent ruins of the beautiful church, without feelings of awe and wonder. It is a seem of surpassing beauty, particularly in the effulgence of the noon day or setting sun. Amid these ruins the silence is so profound that it impresses the visitor with an indescribable awe. But, in the words of Sir Walter Scott—addressed to the ruins of Melrose—we would also add:—

"If thou would'st view fair Villers aright, Go visit it by the pale moonlight; For the gray beams of lightsome day Gild, but to float, the ruins grey. When the broken arches are black in night; And each shafted oricl glimmers white; When the cold lights' uncertain shower Streams on the ruin'd central tower; When buttress and buttress, afternately Seem framed of ebon and ivory.

Then go—but not alone the while, Then view La Villers' rulned pile; And, home returning, soothly swear Was never scene so sad and fair."

The Abbey de Villers was first pillaged, and then set fire to by a party of French Republican soldiers in 1789. The ruins were then sold to a person of the name of La Terrace for 70,000fr., who continued the work of destruction, and left the present ruins, which, with the adjacent land, is now the property of Madame Huart d'Enghien.

Tilly, Marbais, Ligny, Fleurus, Ransert and Lodelinsart are passed, and the next Station of

importance is

Charleroi, -5,000-HOTEL:

Hotel Dourn.—Hotel and Restaurant close to the Ruilway stations, clean and comfortable; break-

fast, dinners, &c., at the shortest notice.

Is of little consequence, the fortifications having prevented its becoming what it otherwise would have been-one of the most flourishing towns on the Continent; but the surrounding neighbourhood has a population of 80,000, and presents a scene of extraordinary activity. The Charleroi coal-field is the most extensive in Belgium, giving employment to 10,000 miners, and yielding annually 3,000,000 tons of coal; the glass trade is also carried on to a very great extent, and those numerous and extensive Iron works, which derive their supplies of iron ore from the Sambre and Meuse district,-one of the most picturesque and interesting countries in Belgium, but, with the exception of a few eminent geologists, totally unknown to travellers. This district affords employment to 6000 persons in It extends about 40 moes sout making nails. of Charleroi to the French Ardennes.

rigium.

... CONVEXANCES.—Railway to Namur, Liege, Brainele-Comte, and Brussels, see Time Table, pp. 65 and Zs. To Couvin and Vireux, page 77. To St. Quentin, &c., page 16. To Erquelimes, page 79.

At two leagues' distance from Charlerol, in the picturesque valley of the Sambre, are the ruins of the Abbaye d'Alne, the most ancient monastery perhaps in Europe, built in the year 556.

From Charlerol to the French frontier the line proceeds through a remarkably fine and even picturesque scenery to Erqueliumes, the first station in France, where the baggage and passports are examined. The line then traverses a most uninteresting, interminable, flat, and aid plain passing St. Quentin and Creil.—at both of which places there are refreshment rooms, and thence to Paris.

From Erquelinnes there is a branch line to

Binche and

Baume. For Time Tables, see page 76.

BRUSSELS TO COLOGNE BY NAMUR, LIEGE, AND VERVIEES.

See Time Table, page 73.

Great Luxemburg Railway Station, Quartier

Leopold.

The scenery by this Route is exceedingly fine, particularly between Namur and Liege.

Brussels. See page 275.

BOITSFORT.
GROENENDAEL.
LA HULPE.
OTTIGNIES.

For description, see p. 288.

Mont St. Guibert is a picturesque village. There are the remains of an old castle which with be seen from the railway. From Bru-sels to this point the country is chiefly a sand formation, as may be seen by the deep cuttings which are passed. The undulations are continuous to Namur, which is an agreeable change after passing over the low country from the coast.

Gembloux is a small town, the trade of which is cutlery. Very little of the town is seen from the railway, as it lies in a hollow. Between the town and the station may be observed a large pile of brick building. This was formerly a Benedictine College, but in 1789 the monks were dispersed, the

property was seized and sold.

St. Denis Bovesse, 28 miles from Brussels. Before reaching this station, the highest attitude between Brussels and Namur is passed, being 192 metres above the sea, or about 640 feet English. Yery rich fron ore is found in this neighbourhood, which has made this rather insignificant station important for its traffic.

Phisnes.

The last station before reaching Namur. The train passes through several deep cuttings in rock, giving occasional peeps of very lovely country. After passing the last cutting, the line is carried oyer a long bank, below which lie the Staterallway and the river Sambre; the valley of the Sambre, thus presented to view, showing one of the richest scenes in Europe. The formidable citadel dysphauging the valley on the one side, with the richly wooded kills surrounding it on the other,

together with its surface so highly cultivated, is most interesting to view.

Namur.—Hotels:— Hotel D'Harscamp, highly recommended, land.

ord, Mr. Hoogen.

How. Bellevin an excellent house deservadiw

HOTEL BELLE VUE, an excellent house, deservedly recommended. Mr. Froelich, proprietor.

HOTEL DE HOLLANDE, a very comfortable good

The capital of the province of Namur, at the conflux of the Sambre and the Meuse, a well-built, city, with wide and clean streets. It contains a population of 25,000, who are chiefly employed in the cuttery business. It is defended by a cliadel, built on the summit of a craggy rock. The cathedral and the church of the Jesuits are both worthy attention: the former is a fine specimen of modern the latter of ancient parchitecture. Here are extensive manufactures of fire-arms, swords, knives, solssors, and other articles of iron, copper, and brass, Quantities of leather, paper, thread, and tobacco are also prepared here. Namur has often changed masters, and is noted for the many sieges which it has sustained. It is the strongest fortress in Bolyum.

The Great Luxembourg Railway is now opened to Cincy, Rochfort, and Grupont (St. Hubert). and Arlon. The whole of the province of Luxembourg is extremely be utiful and picturesque, and may be visited with facility. Amongst many interesting objects are the Caves of Han. These grottees are much frequented by tourists. There is a regular communication by steamers on the Meuse to Dinant. which leave Namur 2 or 3 times a day, see page 202. From Dinant to Namur see page 183. Public. and private conveyances can be obtained at Rochfort and St. Hubert, for making the tour of the Ardenues. On arriving at Arlon, tourists can proceed towards the highly-interesting town of Luxembourg, and thence to Treves, Coblentz, Metz, Mayence, Frankfort, Strasbourg, and so on to Switzerland and Germany.

CONVEYANCES. — Railway direct to Brussels.— Great Luxembourg, see pages 73. Railway to Charleru, Braine-le-Combe, and Brussels, &c., page 65. Steamers to Dinant and Liege, see page 202.

Proceeding from Namur to Liege, the first station is

MARCHE-LES-DAMES.—The scenery in the vicinity of this station is of a bold and singularly romantic description.

HUY.-10,000 -- HOTEL:-POSTE, at the water side.

This is the most flourishing and remarkable town between Namur and Liege. The fort may be distinguished in the distance shortly after leaving Bas-Ohn; but a sharp bend of the river prevents the town from being seen, till the Statts tunnel has been passed, and the station enteredation of the river the fort and church are very striking; the latter possesses a fine oriel window and carved gate-way. A day's stay at this town will be amply repeated and an excursion up the valley of the Hoyoux set far as Modave is strongly recommended. The troot fishing in the neighbourhood is excellent.

Engis.—There are many châteaus in the neighbourhood: the first, called the Château d'Aigne.

290 BELGIUM.

mont, was the residence of the celebrated William de in Marcke, the "Wild Boar of the Ardennes;" the "bond, called the Château de Chokier, is situated on the summit of a wild and rugged rock.

Testalle.—At this station the line crosses the line crosses the line and proceeds towards Liego on the other than the first of the river to that which it has followed since line in the line in the line in the line in the line in the line in the line in the line in the line in the line in the line is much more central and nearer to the town than that of Government.

STRAING.—This village is celebrated as being the centre of numerous manufactories, smelting fur-inaces, rolling mills, and collicries. The chief establishment is that originally founded by an Englishman, John Cockerlil, which employs alone 5000 itsen, and is of an extent probably unsurpassed even in England, Scotland, or Wales. It may be seen immediately on the left of the station.

Otenza.—Here, also, rolling mills, furnaces, and collieries are the prevailing characteristics. After passing Ongrée the line runs along the side of a picturesque hill, and, on nearing Liege, crosses the Gavernment line from Liege to Cologne, with which it has junction curves in the four directions. A mile and a liaff beyond this point the train arthrest the Lorentz estim.

tires at the Longdoz station, Liege.

The branch line which leaves at Flémalle runs through a populous and thriving district, on the left bank of the Meuse, possessing many establishments and collieries. The two stations are those of Jemappe and Tileur. The branch terminates at the Guillemins station, which is conjointly worked by the Government and Company, and where trains must be changed by those passengers going through to Verviers, Aix-la Chapelle, and Cologne, in the one direction, or to Brussels, Antwerp, and Ostend in the other.

For description of Route from Liege to Cologne, see page 284.

#### ROUTE 7.

Mew Route from Brussels to the Ehine, Switzerland, or the Baths of Germany, by Great Luxemburg Railway to Namur and Arlon, thence by Luxemburg to Troves and the Moselle, &c.

From Brussels Station, Quartier Leopold, via Belisfort, Groenendal, &c., as in preceding routes to Namur, described page 287.

Excursions from Namur up the Meuse by steamer

# Dinant.-6000-Horas:-

A remantically-situated town on the banks of the Meuse, rich in historical recollections, was the scene of one of the bad acts of Philip the Geed, who entirely destroyed the town, under circumstances of great crucity. Some highly interresting natural curiosities may be visited in the of the palace,

neighbourhood; La Petite Suisse, the Grotte-tof Hans, the Chateau of King Leopold, the Roche-Bayard, &c.; the view from the Citadel is very fine. From the Grotto of Hans, the tourist can proceed to St, Hubert, in the forest, about six or seven hours walk.

From Namur the train proceeds over the Meuse by a fine bridge, and thence on to Ciney, whence there is an omnibus for Dinant. At the Jemelle station passengers alight for Rochefort, or the Grotto of Han, to which they are conveyed by

omnibus.

#### Rochefort.—HOTEL:

HOTEL DE LONDRES-A very good hotel for families and gentlemen.

This is a fine old picturesque town, surrounded by walls and surmounted by a rained eastle, where Lafayette was made prisoner by the Austrians, 1792.

Rochefort is in the heart of the Ardennes, and is capital head-quarters for tourists, sportsmen, and anglers. Excursions may be made in all directions, and the country abounds in game, and the rivers teem with fish; living, also, is very reasonable.

Excursions to the Grotto du Han, which is situated on the property of Mr. Lejeme, who allows access to it on payment of four france sech person. Accompanied by a guide, whose services are indispensable, it can be penetrated for a distance of one and a half mile, and is well worth a visit. From Rochefort the railway proceeds through the valley of the Homme, and makes a circuit round the fine old castle of Miewart, thence to Poix station, four and a half miles from the Abboy of St. Hubert, which no lover of the chace ever omits to visit.

#### St. Hubert.—Inn.—Hotel des Pays Bas.

A miserable town in the midst of the forest of St. Habert. The Abbey is a Gothic building claborately adorned and ornamented inside. Its founder, St. Hubert, the patron of sportsmen, was so fond of the chace as to hunt on Sundays, but was induced to abandon his pleasures and devoted himself to the service of the Church.

#### Arlon.-Stat-4,000. Hotel.

HOTEL DU NORD, clean and good accommodation.
This is a neat town, and carries on a considerable trade in corn, woollen stuffs, leather, iron, &c.

The diligence leaves Arlon for Luxemburg immediately after the arrival of the 4 p.m. train, and performs the journey in two and a half hours.

#### Luxemburg.-12,000.-Hotel DE Cologne.

A strong fortress, and capital of the duchy. It has sustained several severe sieges. Its citadel is considered the strongest in Europe after Gibraltar; The fortifications, cut out of the solid rock, will contain several thousand men. The town is divided by the river Else into two parts, called the upper and lower; the former is built on a rock, and the latter forms two valleys. See the Church of St. Nicholas, the bridge over the valley, and the rains of the palace.

#### BELGIUM.

Conveyances,—Railway to Namur, Liege, Brussels, &c. Diligence to Thionville, hence by railway to Metz and Frankfort, or Metz to Strasbourg.

Diligence every morning from Luxemburg in 6 hours, through a most picturesque country, and at times along the banks of the Moselle to Treves.

Steamers down the Moselle to Coblentz, touching at Berneastle or Trabach, in 12 hours; and starting from Treves at 5 A.M.

The voyage up or down the Moselle is a most pleasant and interesting excursion, and several days may be very agreeably spent in excursions from the different towns on its banks.

This will be found a most pleasant route to travellers visiting the Rhine, who have hitherto gone via Cologne.

The banks of the Moselle sre very beautiful; they are often bordered by undulating hills, covered not only by vincs, but with rich wood; alternating with picturesque villages, projecting promontories, innumerable villages and towns, with ruins of castles, watch towers, and Gothic church steeples, enliven the landscape.

The scenery begins to improve in beauty at the village of Mulheim.

### Berncastle .- Hotels :- Drei Konige.

A dirty town, but in a picturesque position.
The walk over the hills to Trabach affords fine
views, through the centre of the vine district of
the Moscile.

#### Trabach .-- 1,300.

This town is also most picturesquely situated in one of the valleys leading to the river, and the scenery between this and Cabern is exceedingly interesting. Traben -- Horel: Horels Claus. Fine view from Fort Montroyal.

Travellers should land at opposite Punderick, and walk to Marienburg, the view from which is much admired as a beautiful panorams.

There is a small inn within the ruins of Marienburgh, where one may breakfast or dine.

Zell.—Kocns' Inn.—A small town opposite.
Marienberg.

Alf.—Inn; Post.—A village prettily situated at the mouth of the valley of issbach. Just below this there is a remarkable echo.

Cochem. - 2500 inhabitants; - Hotel: - DE

Kaiser.—The view of this town from the river is very picturesque, with As two eastles on the summits of the surrounding hills.

Carden.—Bravers' Inn.—A pretty village in one of the sweetest spots on the Moselle.

Brodenback, near the mouth of the Ehranbach, situate in a lovely valley, closed up in front by a rocky hill, on the summit of which is the Castle of Ehrenberg, one of the finest monuments of the Rhine or Moselle.

Cobern, à little town, defended by two casties—the Neiderburg and Oberburg—the former containing the Chapel of St. Matthias—an elegant gothic structure which deserves to be visited. The keys are with the pastor of the new church.

Diebelich.—A pretty spot, said to be famous for witches who haunt the neighbourhood.

Guls.--A small town, conspicuous by its modern twin spires.

Moselweiss.—A small village of great and tiquity.

Coblentz, -- See page 303.

# HOLLAND.

The following description of the route to the Rhine, from London to Rotterdam, and through Folland, is from so impartial a source, that we are persuaded our readers will peruse it with pleasure. It is written by the Foreign correspondent of the Literary Gazette, and dated from Neuwied on the Thine:— Whilst strolling in the grounds of Prince Maximilian in this delightful spot, immortalised by Turner's charming drawing in the possession of Mr. Windus, it has occurred to me to recommend the Tourist to try, for variety's soke, the route hither riv Holland. It is true that four-and-twenty hours' Atsaming on the 'majestic Rhine,' before a glimpse of scenery comparable to the Thames presents issuelf, is enough to deter the seeker of pleasant vales and vine-clad mountains, to say nothing of twenty Bours' tumbling and tossing in the Channel; but the Dutch are a peculiar people—quaint, cleanly, and antiquated, and a few days' sojourn in their curious pile-built towns and bedyked country is a thing to interest. The whole extent of land between Rotterdam and Amsterdam is a watery meadow, devoted to the pasture of oxen, which are exported almost daily in vessels trading to London, Hull, and Newcastle, yet it is studded at intervals with towns of great contrasting interest. Rotterdam, with its broad canals overhanging drawbridges, and picturesque shipping, looking as clean-painted and as shining as if the planks from deck to keel were scrubbed with soap and water every morning, reminds one of London such as we see it represented in pictures a hundred years ago. The large-gabled red-brick houses, with their long windows and antiquated doors, ornamented externally with festoons of manypatterned chains from post to post, we have often seen in Hogarth's street pictures; and the hackney coches are still swung and loosed after the lumbering model of my Lord Mayor's gold coach. In the market square is a time statue of the great folterdamscholar, favourite of our Henry VIIL, and subsequent teacher of Greek at Cambridge-Erasmus. Passing to the railway, of which the station is a particularly light and elegant structure, the traveller leaves at a good comfortable pace to the sound of tae korn. The Train has a guard at each end, dressed, Robin Hood-like, with a neat bugle and tassels, and an echo from one to the other is the signal for starting. The first station, Schiedam, may be known by the innumerable windmills m its vicinity, used by the Hollands distilleries; and the second, Delft, is well known for its manufacture of a peculiar rough kind of crockery. The train next stops at the seat of Dutch aristocracy, the Hague, and here the tourist should alight to see the King's Palace and Park, and House in the Wood, while the Table d'hôtes will give a fair idea of the grandeur and antiquity of Dutch cookery. The picture-gallery contains some choice examples of the lilemish school. Here may be seen the finest gems of Michs and Gerard Douw, Paul Potter's cl. of d'aurre, 'The Bull,' and Savery's 'Orpheus Charming the Beasts,' in which Professor Owen discovered one of the most valuable links in the chain of pictorial evidence of the existence of the Dodo. Holland has, however, lost . neveral fine pictures during the last few years; we missed the fine Remorandts and the Raffaelle drawings that formerly enriched the palace of the Prince of Orange; and the choice collection of M. Verstolk van Socien, sold in London a year or two since, has not been replaced by any other. Leyden, the next town of importance on the line, has a totally different aspect, being an academic city, with a valuable natural history museum. The eminent ornithologist, Temminck, still presides here, and many specimens of birds, shells, etc., from islands in the East, with which the Dutch have almost an excluaive intercourse, attract the eye of foreigners. The Dutch are not, however, the naturalists they were are intercourse, attract the cycle of contents. They have worked up the Greenland and Spitzbergen tanna pretty well, but have left the tropies to other hands. Haarlem, a few miles farther north, is chiefly notice able for its park and bulb gardens. The great sandhills, which formerly marked the limits of the Zuyder Zee, afford rare soil for such plants as tulps, hyacinths, and the like, and several gardeners of eminence have come to be established in this locality. On entering Amsterdam the tourist is struck stonce by the busy quaintness and bustle of the people, the strange irregularity of the buildings, and the lively marketing that is going on every where. Most of the better class of the peasuntry still preserve the fashion of wearing metal skull shields of tin or brass beneath the clean lace caps turning out on either side of the face in a large square ornament nearly as large and not much unlike a curtainpand. Passing the marbled Stadt-House we were amused at hearing the old clock playing on its numerous belis Papageno's well-known bell-song in Mozart's Zauberflote. Those who would avoid much of the flat scenery of the Rhine, may at this point take the Dutch Rhenish Railway to Cologne, and here the glories of the 'exulting and abounding river' begin."

HOLLAND is situated along the south-eastern coast of the North Sea, and extends in its

HOLLAND is situated along the south-eastern coast of the North Sea, and extends in its greatest length, from N.E. to S.W., about 190 English miles. Its greatest breadth, from E. to W., is about 192 English miles. The superficial area is 7,614,252 English acres, or 11,897 English square miles. The ancient accounts of Hollaud represent it as an extended swamp, alternately covered with and abantioned by the waters of the ocean. Hollaud has had a severe contest with the ocean, which has ended as a great, almost omnipotent, triumph for human industry, and in the country being brought into a high state of cultivation and comparative safety. The canals are very numerous, and of the greatest willity in facilitating the internal trade. They are lined with trees, which tend greatly to beautify the secontry, in itself so flat that to those sproaching it along the rivers, and some part of the coast it has been also shown in some parts so very high as to shut out the view of the sea even from the sorget of the spress. In some parts of Zealand and of North Holland, the defensive war against the encreach-

ments of the sea is kept up with great difficulty and at an immense expense. The province of Frier's land, which has no sandhills, is protected against the sea by dykes and palisadoes. The industry of the people has multiplied cattle and pasture-grounds. Vast meadows, dazzling with the richest verdure are, during eight months of the year, covered with cattle, whose high condition attests an abundant and wholesome nutriment. In the North, wheat, flax, and madder are raised; and in the South, where agriculture has made the greatest progress, tobacco and different kinds of fruit-trees cover the fields.

The Dutch possess an excellent system of elementary education, regulated according to a law passed in 1857, and is based on a system of religious equality, and a total separation of Church and State. This law is most complete in all its details and provisions, which ensure that every child in the country shall receive an education in the simple branches of secular knowledge. The law does not compet parents to send their children to school, but refuses all relief from the public funds unless they do so;

and the result is, there are none without education.

The Government is a Constitutional Monarchy. The King sharing the legislative power with the two Chambers of the States-general. The first is chosen by the Provincial States, and consists of 39 members who sit during nine years. The second Chamber consists of 68 members, sitting 4 years, and are chosen by those who pay a certain sum in the taxes, varying for the different towns and provinces. The chief legislative power resides in the second Chamber, which contains the most eminent political men in the country There is religious toleration, though the prevailing religion is Protestantism. Each of the 11 Provinces and its Provincial States, with whom resides the legislative power, chosen by the electors. Each Province is sub-divided into arrondisments and cantons, which form judicial circuits. The Colonial Government is vested principally in the Crown, the "States" having a right of inquiry.

Productive Industry.—At present the manufactures of Holland are upon a narrow scale. Linen, tapes, and other smallware are partially manufactured, principally for domestic consumption, The sugar-refining trade is extensively cultivated; and the manufacture of tobacco and snuff given employment to a large number of persons. The broweries are also extensive; but the building of ships, barges, and boats, at present form the staple industry of the country. There are several rising Iron and Metal Works at Rotterdam, The Hague, and Amsterdam, the principal of which are the Royal Iron Works, at the latter place, of Messrs. I aul Van Vlissingen and Dudon Van Hull, employing about

LONDON TO ROTTERDAM.—Distance about 200 miles. Steamers thrice a week in summer, in eighteen hours. By the General Steam Navigation Company's vessels, from St. Katherine's Steam Wharf. See page 198. Also by the Notherlands Steam Boat Company's vessels. See page 199.

HULL TO ROTTERDAM. - Steamers, in about twenty hours. See page 188. ROTTERDAM TO ANTWERP.—See page 193.

PASSPORTS.—See pages xxxiii to xxxviii.

MONEY. -See pages xxxix and xl. £1 is worth about 11 floring 90 cents Dutch money. A florin or guilder is 20 stivers, or 100 cents, equal to 1s. 8d., English.

RAILWAYS.—The Dutch Railway from Rotterdam to the Hague, Leyden, Haarlom, and Amstordam, and the Dutch Rhenish Railways from Rotterdam to Amsterdam, Arnheim, and Emmerich. via Utrecht. See pages 82 and 83. The Railway is called "Spoorweg.

CANALS .- These afford abundant modes of conveyance, several times a day, to all the larger towns. Barges (Trekschuiten) are very convenient, and not fatiguing for night travelling. The fares. are about I stiver per mile. Rate of travelling, five miles per hour. A trip by Canal would give the best notion of Holland.

INNS.—The average charges are—bed, I guilder; breakfast, 12 stivers; tes, ditto; dinner, with wine, 2 guilders; table d'hôte at 4 o'clock. Throughout Holland the waiter is called "Jan." The only water fit for table use is the effervescing water from the Nassau springs, which is generally

adopted for drinking by travellers.

COUNTRY -Travellers should observe the admirable and perfect system of canal intercommunication, forming not only the high roads but almost the streets of Holland. Also the stuper. dous dykes, (the annual repair of which costs upwards of £500,000,) the sole protection from the sea. which is at a higher level than much of the land. The number of windmills presents a curious feature ; their use is much more general than in England. In the towns, beyond the complete collections of Dutch Paintings at the Hague and Amsterdam, (and the Japanese Collections, which circumstances. render peculiar to Holland,) there is little to attract. Holland, however, presents the picture of people owing not only their wealth and high commercial position, but even the vory land, to their own abour and enterprise.

# Amsterdam.-212,000-Stat.-Hotel-

HARDENBERG'S OLD BIBLE HOTEL is a well conducted house, much frequented by English and American travellers.

BRACK'S DORLEN HOTEL, one of the best in Holland, and recommended in confidence.

 Distance from Haarlem 12 miles : time 30 minutes. The terminus is some way from the city. Vigilan- structure, built upon 13,695 piles. There is a first

tes may be had for 15 stivers, or 1 guilder the hour. The twenty-six windmills which surround the town are very conspicuous. Circumference of city walls, 9 miles. This singular city, the capital of Holland, is entirely built upon piles driven into the bog beneath. Its numerous canals are spanned ... by nearly 300 bridges. The palace is a vast stone gailery of Dutch paintings in Oude maine Huis Lippenhula, open to the public on Thursdays and as Fridays, and on other days by payment. The battour and Quay along the estuary of the Y. form a seene of much interest. Drinking water bad here (relaxing), must be sparingly used by strangers. The Zoological Gardens, and the gallery of paintings of Mr. Vander Hoop, are well worth visiting. Chief promensde is close to the Zoological Gardens. The best view of the harbour and that quarter is from the high bridge over the Amstel. Kalver, Straat is the chief street. There are three theatres, Dutch, Italian, and French, also two smaller ones where smoking is allowed. Concerts at Frascai's.

ENGLISH CHAPLAIN.—Rev. W. Jamieson, Divine Service every Sunday at 19.30 a.m., and in the

evening on alternate Sundays.

Village of Brock yery remarkable. At Zaandam, where Peter the Great wrought; his house is preserved; both villages can be visited in one forenoon. The passport office is on the Staal Straat. The post-office is on the Voorburghwal, behind the place. A great fair is hold in September. The great ship canal, the most stupendous undertaking of the kind ever executed, commences opposite Amsterdam, and extends to Helder and the Texel, a distance of 50 niles It required 6 years, and 12 million guilders to complete it.

CONVEYANOUS.—Rallway trains to Haarlem, Ley-den, the Hague, and Botterdam, as also to Utrecht, Rotterdam, Arubelm, Emmerich, and Oberhausen (för all parts of Germany), see pages 82 and 83. The railway terminus to Haarlem, Leyden, The Hague, and Botterdam, is outside the Haarlem Gate; that to Utrecht, Rotterdam, and Germany outside the Weesp Gate. For Steamers, see

Alphabetical list, page 181

Arnheim. - 17,000—Stat. - HOTEL: - GOLDEN EAGLE -near the Railway and the Steamer.

Distance from Utrecht, 33 miles; time, 13 hour; thermediate stations, Diriobergen (near Zeist) Masrsberg, Vecnendael, Ede, Wolfhezen. Arneun, prettily situated on the Rhine, is the chief across the Yssel about 3 miles from Arnheim is 67th the traveller's attention. Good water.

CONVETANCES.—Steamers daily to Cologne and to Rotterdam. Railway to Amsterdam and Rotterdam was Utrecht, Emmerich, and Oberhausen (for all parts of Germany), see page 82.

Breds.—Stat.—15,000.—Hotel:—DE FLANDRE

---Yery good.

One of the strongest fortresses of Holland, sur rounded by water and morasses, which render it an unhealthy residence. The only object of interest with the exception of the fortifications is the Church, which is a noble building, with a spire \$65 feet high. About 25 miles from Breda is Bois-Babant, of which it is the capital, and has a populision of 20,000. The Church of St. John is peimarkably fine building, and by many considered the finest ecclesiastical building in Holland. The Stadhuts or Town Hall is worthy of notice.

Converances,—Railway to Autworp and Rotter-

dam, see page 80.

Delft .- Stat .- Hotel .- Goudan Moulen.

17,000 inhabitants. In the new church in the great square is the pompons monument erected by the States in memory of William I., Prince of Orange, who was assassinated here in 1534. Here also lie the remains of Grotius, who was a native of Delft; his tomb, however, is very simple. The pottery trade, for which this town was so famous, does not now employ more than 200 persons. In the old church, distinguished by its leaning tower, is the monument of Admiral Troup, with a bascallef representing the engagement in which he was killed. On an island near the entrance of the town is the State arsenal, formerly the Dutch East India House. A pleasant excursion may be made from here to the Hague, 4½ miles, on the Trekschulte. Leavemenhock, the naturalist was bornhere

Conveyances.—Railway to the Hague, Leyden, Haarlem, and Amsterdam; also to Rotterdam, see pages 81.

Dortrecht (Dort).—21,000—Stat.— Hotels.—

HOTEL BELLE-VUE.

One of the oldest towns in Holland, and the first place where an Assembly of the States was held after easting off the Spanish voke. situated on an island formed by the awful inundation of 1421. East-Indiamen heavily laden can come up to the town; the huge rafts of timber brought down by the Rhine from the Swiss and German forests also come in here to be broken up and stored. The famous Protestant Synod of 1618 was held in an old gothic edifice, now a publichouse. There is a pulpit of white marble finely carved in the old church, whose tall square tower is seen from a great distance; there are also numerous monuments in it, and its plate is of massive gold, the gift of an East-India merchant.

CONVEYANCES.—Railway to Rotterdam, &c., see page 80.

Dusseldorf, for account of, see page 298

Gouda .- Stat .- HOTEL --

HARTHUIS,

A country town, containing about 18 or 20,000 inhabitants, about 18 English miles from Rotterdam, on the Railway to Utrecht. There is no particular object of attraction, excepting 20 or 30 very fine painted windows in the large Presbyterian Church, principally scriptural subjects. Should the traveller have time, these will amply repay a visit being considered amongst the finest in Europe.

Conveyances.—Rallway to Utrecht and Rotterdam, see page 63.

Haarlem .- Stat .- HOTEL .-

Lion b'On, we can strongly recommend. The landlady speaks English and is very attentive.

Distance from Leyden, eighteen miles; time one bour; intermediate stations, Warmond, Pietiljzenbrug, Veenenburg, Hillegoumerbeek and Vogelen-Zang. This part of the line is chiefly cut through the Dunes, or Sandhills. At Hastler lem station refreshments may be objected, as

luggage left, at a large coffee-house adjoining. **Bearlem* is remarkable for its powerful organ, containing 5,000 pipes. To hear the organ a fee of 12 guilders (£1) must be paid to the organist; this will, however admit a party, which can be easily formed at the traveller's hotel. Population, 24,000. Omnibuses convey passengers to and from the station for 15c.—3d. The three straight lines of the Raliway, the high road, and a long row of willows, all running parallel to each other, give a strikingly singular effect to the prospect. Famous for hyacinths, tulips, and other flower roots. Gallery of modern paintings in the King's palace, fee 10 stivers. There is a fine view from the church tower, fee 14 ft.

Conveyances.—Railway trains to Amsterdam, Utrecht, Arnheim, the Hague, and Rotterdam, see page 82.

The Hague—with Map in Special Edition—Stat.—(La Haye, French; s'Uravenhage, Dutch.)—Hotels.—

Motel Paulez.—A capital house, well situated and good in every respect. Landlord, Mr. Paulez.

HOTEL DU VIEUX, OF OLD DOELEN, one of the best on the continent, it has the most splendid dinier room for table d'hote and restaurant, supplied with English, French, and German literature. It is also worthy of our best recommendation. Landlord. Mr. Van Santen.

NOTEL DE BELLE VUE is not only one of the best in Holland, but in Europe; and will be found deserving our best recommendations.

HOTEL DE LA GRANDE COUR IMPERIALE, conveniently situated in the centre of the town.

An interesting town, distant from Rotterdam, 13 miles. Resistence of the King of Holland. The chief attraction is an unrivalled collection of paintings by Dutch Masters in the Maurits Huis, open daily, except Sunday, from 9 till 3; on Saturday from 10 till 1. Among these may be mentioned Faul Potter's Bull, Rembrandt's Surgeon Dissecting, and Vandke's portrait of Simon. The Brazar Royal de D. Boor is a collection of curiosities, consisting of historical relies, Chinese and Japanese costuments, etc., the last well deserving inspection, being and tremely rare. Two or three excellent particles, and Palace in the wood well, worth the fact, the drive very agreeable. Access to good reading rooms. The post-office lies at the lack of St. James' Church. Population, 64,000. Bad where the Rew 'The Hustrated Guide to the Hague, "published by M. M. Couveó.

English Chaplain —Rev. Ed. Brian, Divine Service at the English Church, 11 a.m. and 7 p.br.

Conveyances .- For Railways, see page 81.

Leyden.—(Lugdunum Batavorum.)—Stat.— Hotel:—Plaats Royal—the best.

Distance from the Hague, 10 miles; time of tranett half an hour: intermediate stations, Nieuw Oosteinde and Voorschoten. The Rhine, on which the town suituated, is crossed before reaching Leyden. Pop., 36,000. It is 23 miles from Rotterdam, and 30 from Amsterdam. The University of this eity ranks as the first in Holland, and was one o, the most colebrated on the Continent. The Museums, &c., connected with the University, the Japanese Collection of Dr. Siebold, and the Botaukeil Garden, form the chief objects of interest.

Eight miles from Leyden is Katwyk, where the Rhine discharges its narrowed stream into the sea

Conveyances .- For Railway, see page 81.

Nymegen.-24,000-Hotels:-

HOTEL DES PAYS BAS.

Nymegen being a frontier town, passports are demanded of strangers on their arrival. On the arrival of the steamer no time should be lost in securing an inn, as the concourse of travellers is here very great. It is situated on the left bank of the Waal, and strongly fortified. The buildings chiefly worth seeing are the Town-hall, with its two rows of statues of German Emperors in front, containing some portraits and a few Roman antiquities found in the neighbourhood; the Cathedral, commenced in the thirteenth century, a gothic edifice of brick; and the ruins of Schloss Falkenhof, on a height, the building of which is attributed to Julius Casar, and said to have been at one time inhabited by Charlemagne, Above these rulus stands the Belvedere, commanding a fine view over the Rhine, Waal, and Yssel, as they branch off at the delta, while the Maas is seen stretching to the south; there are pleasing views also from Berg-en-dal, Beek, and Upbergen, in the vicinity of the town.

Conveyances.—Diligences, see page 235.

Rotterdam. -98,098. Stat. -- Hotels:--

NEW BARH HOTEL.—A first-rate house, offering excellent accommodation.

A large commercial city of Holland, being the second in the kingdom. It is in the province of south Holland, delightfully situated on the north bank of the river Mars, which here resembles an nem of the sea, although nearly 20 miles from its passing at the Quays, (Boomples). Luggage is examined apon leaving the Steamers. The form of Rotterdam is triangular, its longest side (above a mile and a balf in extent) stretching along the bank of the Mass. It is traversed by the Rotte, which here joins the Mass and is intersected, even more than other Dutch towns, by canals, which divide the half of the town near the river into several insulated spots, connected by draw-bridges. These canals are almost all bordered with trees. The row called the Boompjes is the finest, as well in regard to buildings as for its plessant prospect across the Maas. Next to it come. the Having-vliet. The other streets are in genera long, but narrow. The houses of Rot erdamar more convenient than elegant; their height is from four to five and six stories, many have mirrors outside of windows. Of the public buildings, the

principal are, the great church of St. Lawrence. from the top of which there is an extensive prospect; the South church, an elegant building; and several other churches: the Academy, the Theatre. and the extensive buildings of the East India Company. There are also an excellent Gallery of pictures a very large Sailor's Home, a magnificent racht Club House; Zoological Gardens; a beauti-:ul Park, and other pullic walks. Rotterdam contains both an English Episcopal chapel and a Scotch Presbyterian church. It became a privileged town, and was surrounded with walls, in the thirteenth century. Its commerce extends to all parts of the world, and embraces almost every kind of produce and manufacture. Shipbuilding is carried on pretty extensively here. Itis 14 miles from the Hague. English and French universally spoken. Post-office, Wine-street.

CURIOSITIES OF ROTTERDAM.—The Bourse, the Cabinet of the Batavian Society of Experimental Philosophy; the Catholic Church in the street called Leuwensthat; the Hotel de Ville; the House of the Commune of Schicland; the Court of Justice; the Delft Gate; the House of Correction for young criminals; the house in which Erasmus was born; the Statute of Erasmus; the Botanic Garden; the Netherland Steam Engine Manufactory.

ENGLISH CHAPLAIN. — Rev. Mr. Marks, Divine Service on Sundays, at 11 a m. and 6 p.m.

CONVEYANCES. — Rallways to Hagne, Leyden, Haarlem, Amsterdam, Utrecht, Arnhelm, Emmerich, and Oberhausen (for all parts of Germany), see p. 82 and 83. Rallway to Breda and Antworp, see p. 80. Steamers to Loudon, see p. 206. Steamers, Rotterdam to Antworp, see page 205. For travelling to the interior, canal boats hourly to Delft and Hagne; fare to the latter place 75 cents.

Sheveningen.—A fishing town of about 1600 inhabitants and chief watering place in Holland. Distance from the Hague four miles. The road lies through the front part of the King's Palace. Omnibuses every hour during the season to and from the Grand Place; fare 20 cents. An excellent hotel in the Establishment des Bains.

Utrecht.—Stat.—Hotels.— Pays Bas. Belle Vue.

HOTEL KASTEEL V. ANTWERPEN.

Distance from Amsterdam 23 miles; time I hour; intermediate stations Aboude, Vroeland, Nieuworsluis, Broukelen, Maarssen. The scenery consists of villages and gardens. Utrecht contains 50,000 inhabitants. The cathedral tower, 321 feet high, commands an extensive view. The mint, University, and Museums, are the remaining attractions. Utrecht stands higher than other Dutch towns. It possesses a very fine wax anatomical museum, and in its neighbournood are some fine trees.

The town-walks, round the old fortifications, and a very fine avenue called the Maliebaan, we recommend to the attention of travellers.

From Utrecht the traveller may make a very delightful excursion to the woods of Zeist, and the tip will give him a good idea of the character of Dutch country-houses. The palace of Soestdijk is about twoley miles from Utrecht.

Church of England Service on alternate Sundays, at 6.15 p.m., by the Rev. W. Jameison, British Chaplain at Amsterdam.

CONVEXANCES.—Rallway trains to Amsterdam, Rotterdam, Arnholm, Emmerich, and Oberhausen (for all parts of Germany), see pages 82 and 83.

Diligences leave at 9 a.m. daily, for Bols-le-Duc (Den Bosch), and Breda.

Zaandam.—Horzt.—The Otter. Refreshing tage. Peter the Great's hut is about 7 minutes walk on the opposite side. Distance from Amsterdam 9 miles. The charge, for a Conveyance to Breek and Buick-loot is 6 florins. A barge daily at 6 p.m. to Alkmaar and the Helder. Steam boats every second hour to and from Amsterdam.

Zevenaar.—Stat.—A small town between 'Arnheim and Emmerch. This being the first Station on Dutch territory, passengers' luggage and pussports are examined on entering Holland from Prussia.

For Rallway, see page 82.



# THE RHINE.

On the Rhine and in Germany the Railway is called Eisenbahn.

#### (WITH MAP IN SPECIAL EDITION.)

The following are the routes from England to the Rhine, London to Rotterdam, thence by Dutch Rhenish Rallway to Cologne.

1st. Lone in to lover, rall; Dover to Ostend, steam-boat; Ostend to Ghent, Malines, Liege, to Cologne, by Tall. London to Dover, rall; Dover to Calais, steam-boat; Calais to Lille, wes, Liege, and Cologne, by rail. 3rd. London to Setend direct by steam-boat; fro.

London to ratterdam, by steam-boat; thence by the libine steamers; Rall-way to Cologne. In the Cologne, by rail. 4th. London to Antwerp, by steam-boat; from thence to London to ratterdam, by steam-boat; thence by the libine steamers; Rall-way to Cologne. In the Cologne, by rail. 4th. London to Antwerp, by steam-boat; from thence to London to ratterdam, by steam-boat from London to Parkey and From Hull to Rotterdam, see page 193. The voyage down the Rhine, from (Keinly, Strasburg to London, may be parformed by steam-boat in 82 hours, at an expense of £2 17s. 10d.; and by railway and steam-boat in 42 hours.

#### STEAMERS ON THE DAIL E.

The Steamers are divided into three cabins—the Pavillon. Chief Cabin, and the Fore Cabin. Refreshments are provided on board at a moderate rate, and by a printed tariff. The quickest boats go in one day down the Rhine, from Mannheim to Cologne and Dusseldorf; Mayence to Dusseldorf; Dusseldorf to Rotterdam. Up the stream in one day from Cologne to Mannheim in summer, and to Coblentz in winter; Coblentz to Mannheim. The following will be found the average line occupied on the voyage between:—

Dusseldorf and Cologne ... 314... 3 hrs... 5 hrs. Cologne and Mayence ... 127... 9 , ... 134... Mayence and Mannhelm ... 464... 32 , ... 54 , ...

In addition to the above stations, there are 38 small towns and 21 landing-places at which the steamers touch, some of them being the most picturesque points on the Rhine. At any of them, without exception, the tourist may land, and continue his journey when he pleases, up or down the river, by any of the company's steamers: he has only to take care to have his ticket marked by the conductor of the boat before leaving it. For landing or embarking at any of these points the charge is three halfpence. Upon disembarking, a small charge is made for each article of baggage placed in care of the boatman. A tariff fixes the amount of charge, which is often doubled by the men of the boat; the Captain, if referred to, will rectify this imposition, and declare the real sums which ought to be paid.

PASSPORTS.—See pages xxxiii to xxxviii.
MONEY.—See pages xxxix and xl. &1 sterling is worth about 6 thalers 20 greachens.

SCENERY of the RHINE.—Below Bonn, in the direction of Cologne, or above Mayence, there is a scarcely any object at this in crawsh to merital mirration. About 20 miles above Cologne the scenary of the Rhine may be said to begin with the Soven Mountains, and thence to Coblentz; and from Coblentz to Mayence the turreted towns, castellated rains, and vine-terraced hills, succeed each other in picturesque profusion. The most appropriate starting places to explore the inland glories of the Rhine are Boun, Godesberg, Coblentz, St. Goar, Bingen, and Mayence. We trace in the elevated Alps, in Switzerland, and near Mount St. Gothard, the sources of the Rhine, the Tesua, and the Rhine, or the king of the German—may, of the West European rivers. The visitor, on ascending the Rhine, or on his arrival at Strasbourg, calls to his recollection how this seream has hakeened his course through Lake of Constance; how he precipitated himself over the rocky ramparis at Schaffmansen, then, strengthened by the collected waters of Switzerland—the influx of 70 glaciers and upwards of 370 rivers of various sizes—he commences his majestic course near the ancient Roman city of Bale; how he expands between the upper Black Forest, amidst ranges of mountains encircling a valley of nearly thirty miles in breadth, through which he playfully winds, and receiving, besides other streams, the important Neckar and Maine, until a rocky gate at Bingdu seeins to arrest his further, career, but which he powerfully bursts, and strengthened by the Naha and Moselle, overcomes, a similar polysical at Andernach, when he continues his victorious sources towards the sea.

For a fuller description of the scenery, places of antiquity, towns, villages, &c., on the Rhine, see Bradshaw's Liustrated Handrok for Belgium and the Rhine, price 5s.; also Bradshaw's Companion to the Continent, with romarks on climate, and the influence of travelling, by Dr. Edwin Lee, author of the baths of Germany, &c., &c.

# ROUTE UP THE RHINE.

Norz.—The "right" and "left" in the following notices refer to the right and left hand of a passenger looking towards the bow of the boat, and not to the course of the stream.

Emmerich.—Stat. -5000.—Hore.—

HOTEL DE HOLLAND.

The first Prussian town on the right bank of the Rhine, and fortified. Passports are vise here and luggage examined.

Converances.—Railway to Oberhausen (for all parts of Germany), Amsterdam, and Rotterdam, see page 82.

Duisburg.—Stat.—Inns.—Post, Rheinischer

38 miles from Cologne; population 14,000; a manufacturing town near the Ruhr, three miles from its influx into the Rhine, and connected with Cologne by the Minden and Cologne Railway. The valley of the Ruhr is distinguished not only for picturesque scenery, but also for its coal-mines and the industry of its inhabitants.

Conveyances.—Railway to Dusseldorf, Cologne, Hamm, Minden, and Hanover, see pages 86 and 87.

Dusseldorf, -Stat, -43,000-Hotels:-

BREIDENBACHER HOF, Or HOTEL DISCH. First class, and highly recommended, most centrally and conveniently situated in the town.

Horzt Prince of Prussia, opposite the Cologne, Minden, and Elberfeld Railway Stations. Mr. E.

Schleger, proprietor.

HOTEL DE L'EUROFE, near the railway stations, post-office, and landing place of the Rhine steamers, an excellent house, and highly recommended.

Madame Gotzen, proprietress.

Desseldorf is one of the nicest and most regular towns on the Rhine, with one of the most beautiful public gardens in Europe. In the Market Place, a bronze statue on a pedestal of grey marble is erected to the Elector, John William, by Grepetto, to whom Dusseldorf owes much of its splendour. The principal buildings are the barracks; the church of Lambert, of the Jesuits, and of the Cordellers; the ancient castle, the residence of the Electors; the Hotel de Ville, &c. The celebrated gallery of paintings was removed to Munich in 1805; the present gallery is inferior, but the School of Painting here is very celebrated, and there is an exhibition of modern pictures every summer. There is also an interesting collection of drawings by the old masters. Theatre here, with good music.

There is here a bridge of boats across the Rhine. The distance by railway to Rotterdam is 145 miles to Berlin is 2712 miles; to Hamburgh 275; to Lepsie 3554; to Paris 401 miles.

CHURCH OF ENGLAND SERVICE.—At the Protessent Church, Berger Strasse. Chaplain, Rev. G. J. Perram.

CONVEYANCES.—Steamers daily to Cologne, Bonn, Mayence, and Mannhelm—Rail to Elberfeld, page 98.—To Laugenfeld, Dortmund, Hamm, Minden, Hanover, Bremen. Berlin, and also to Cologne, see pages 98 and 99. Railway direct to Aix-la-Chapelle see page 86.

#### Elberfeld.—Stat.—Hotels:—

KURPFALZER HOF (Cour Electorale.)

Elberfeld, in the Wupperthal; 85,000 inhabitants, with the adjoining town of Barmen; a considerable manufacturing town, being the capital of the district of Dusseldorf. Two centuries since the population of Elberfeld was scarcely a thousand. The pure mountain stream of the Wupper, particularly adapted for bleaching, first led to the establishment The undressed yarn comes of linen works here. from Hesse, Brunswick, Hildesholm, and Hanover. The manufactures of linen and woollen cloth were the first established. France, Italy, Spain, Russia, America, &c., consume vast quantities of these goods. Fringes, bed tickings, thread, thread-lace, &c. also employ a large number of workmen. When the English process of spinning yarn became known, the manufacture of cotton articles was highly improved. Dyeing with Turkish red has been another very important branch of business in Elberfeld since 1780; and the silk manufacture, since 1760, has been of great importance, large quantities being exported annually. Very fine view from the Belvidere.

Conveyances.—Railway trains to Dusseldorf and Cologue, see pages 98 and 99.—To Soest, Schwelm, Dortmund Hamm, Minden and Hanover, see pages

93 and 99.

[Graefrath, a village near Elberfeld, the residence of the celebrated oculist, Dr. Leuw, physician to the king of Hanover. Hotel de la Poste, comfertable.

Church of England Service in the Protestant Church, Market Place. Chaplain, Rev. G. J. Perramt.

Cologne.—Stat.—(Map in Special Edition.)
on approaching Cologne from Aix-la Chapelle
a fine view is obtained of the City with its numerous towers and steeples. Shortly before reaching
the station, the line runs parallel with the Rhinge,
passes through one of the Forts, and then enters
the terminus nearly opposite the New Radway.
Bridge over the Rhine, which is expected the
completed in 1859. An extensive central Radway.
Station is also being constructed in the heart of
the city, close to the Cathedral.

HOTELS:—
HOTEL DISCS, in Bridge street, very highly recommended. Nearest of the first-class hotels to the central station. Is much frequented by Rogalian

THE BHINE. 299

tamilies and single gentlemen, who experience equal attention and civility. The proprietors, Messrs. Disch and Capellan, have a large assortment of the best Rhine and Moselle wines for wholesale.

HOTEL DE HOLLANDE, a first-rate establishment, facing the Quay, commands a charming view of the Rhine. Moderate charges, civility and attention, recommend the house to the patronage of English travellers.

HOTEL ROYAL, excellent in every respect, and commanding a fine view of the Rhine. Landlord, Mr. Dietzmann.

At Deutz, the HOTEL DE BELLE VUE, on the opposite side of the Rhine, facing Cologne, of which it commands a flue view, is a capital house —landlord, Mr. J. A. Kimmel.

Dome Hotel—near the Cathedral, and opposite the bridge.

HOTEL DU RHIN, a well-known good house, situated in the Hay-market.

EAU DE COLOGNE.—Travellers are frequently in partinued by officious persons offering to direct or accompany them to this or that vendor of the celebrated perfurie; and as there are upwards of sixty manufacturers of this article, we have deemed it right to try the qualities of several samples, and having submitted them to good connoiseurs, we recommend, in full confidence, the ostablishment of JOHANN ANTON FARINA, known by the name of the City of Milan, 129, High-streef, Hohe Strass, (extablished June, 1695)—a descendant of the original Farina family, and purveyor to most of the reigning monarchs of Europe, and who obtained the Mention Honorable" at the Paris Exhibition.

One of the best ways of distinguishing the genuine from the spurious, is to rub a few drops on the hand, when the good Ean de Cologne must neither smell of any spirituous liquor, nor of musk, nor of any foreign substance, but only the odour peculiar to the water.

Cologue, a city and fortress of Prussia, on the Rhine, with a population of 105,000. It has 20 churches, 8,500 houses, 19 gates, 33 squares, 270 streets, is strongly fortified, and possesses a bridge upon 39 boats across the Rhine, 1250 feet in length. It carries on a brisk trade by means of its connection by railways with all the chief cities of the continent.

Ouncers of Attraction.—The cathedral of Cologne, 511 ft. by 231 ft. merits the traveller's first notice. It was commenced in 1248, and is not yet finished, but its colossal proportions and magnificent architecture are calculated to inspire feelings of admiration. It is necessary to walk or drive round the area in which the cathedral stands, to see the full beauty of the structure; which, although it is unfinished in nevertheless magnificent: when it is unfinished which now, after the lapse of mearly three centuries and a half, seems probable, it will be the most splendid and perfect specimes of Gothic architecture in the world. The great design of the architect for the whole building is marked out with tolerable clearness; but nearly all that is necessary to give it an ensemble of architectural beauty is unfinished. The great tower, which is a

miracle of lightness and elegance for so gigantic at mass, was to have been 500 feet high; but it is cut short at about 160. The choir is remarkable as one of the most perfect specimens of Gothle architecture extant. Mr. Woyer, whose residence is near the Isom Railway Terminus, has a very fine collection of paintings, both of the ancient and modern schools, which are opened froc to the public. The Gallery in which the paintings are exhibited is in itself quite a model for buildings of such a character, and well worthy the attention of the traveller.

Among the objects of interest may be noted the chapel of the Holy Three Kings, sepulchre of Maria of Medicis, of Conrad of Hochstetten, and of the Count of Schaumberg, &c.—St. Peter's church with the celebrated "Crucifixion of Peter," by Rubens, the original of which is shown on all days, by paying a fixed fee; the church of St. Ursula, with cloven thousand damsels, whose relies are to be seen in the walls of the church; the Jesuits' church, the clocks of which are cast out of the cannons which Tilly took in Magdeburg; the houses in which Maria of Medicis died, and in which Rubens was born, 1577, in the Sternengasse, No. 10; the Anostle's church, in the new market, built 1200; the museum in the Frankgasse, No. 7, near the cathedral, admission 10 agr.; it contains many valuable relies, besides a good collection of Roman antiquities; the Senate House, with the Hansa room. At the Stadt Casa, there is a splendid collection of the most exquisite paintings on glass, no one should leave Cologne without seeing them they are indescribably beautiful gems, and chefs d'œuvres of matchless beauty.

On leaving Cologne to sail up the Rhine, the traveller sees nothing as yet of that surpassing beauty, for which this magnificent river is so justly famed, still the banks, even here, are by no means devoid of interest. The country is not altogether flat; its aspect is enlivened by villages and well cultivated fields. As we approach Bonn the summits of the famous Siebengebirge (seven mountains) rise gradually into view, sometimes to the right and at other times to the left according as the direction of the boat's head is changed in accordance with the windings of the stream. These. with-their rugged sides and ruined castles, on a nearer approach, produce an imposing effect, and mark, as it were, the entrance into the "Paradise of Germany," as that portion of the Rhine is called which lies between Bonn and Mayence.

PHYSICIAN.—Dr. E. Metz, 13, Obenmaraptorter, has resided many years in London, and speaks English finently. Dr. M. is also a good Goomlist. F. C. Eisen, Bookseller, Frederick Withelm Street,

No. 2, and Domhof, No. 13. Buokseller to the King, Bradshaw's Guides and Hand-Books on sale.

The best and newest description of the Cathedral is that of Mr. Eisen, in French and German, at 1 fr. 50 c. per copy.

EMALISH CONSUL. G. F. Crossthwaite, Esq., Mechtildis Strasse, 18.

ENGLISH CRURCU SHAVIOR every Sunday, at Mo. 28, Marien Plaz, by the Rev. F. Glover, M.A., Chaplain to the Consulate, at 11 a.m., and 5 p.m.

Money Chargers and Bankers.-Phil. Hellwits, and Co., 73. Heumarkt. English and foreign monies, notes, stocks, &c., can be exchanged at this establishment.

Conveyances .- Railway from Cologne to Bonn. Neuwied, and Coblentz, several times daily, scepage 88. Terminus, near St. Pantalcon's Gate: to Neuss and Crefeld, see page 89; to Berlin, Dusseldorf, &c., as also to Aix-la-Chapelle, Antwerp, and Brussels, see pages 67, 82, and 83; to St. Quentin, &c., see page 16; to Liege, Paris, &c., see page 79. Schnellposts, morning and evening, to Coblentz. Sailing of the Rhine steamers, see alphabetical list commencing at page 181. From the Cologne Bridge, Frederich Wilhelm Strasse, a steamer starts every quarter of an hour for Mul-

THROUGH TICKETS TO LONDON .-

Direct Through Tickets for London by Express Trains &c., via Calais and Dover, daily, see Advertisement, or via Ostend and Dover, daily except Saturday, - see Advertisement, can be had at the Office of the South Eastern Railway Company, 3. Frederick Wilhelm Strasse. Through Tickets for London by Ordinary Train to Ostend, thence by Steamer direct to London every Tuesday and Friday night, see Advertisement, or by Ordinary Train to Antwerp, and thence by Steamer direct to London, every Sunday and Friday, see Advertisement, can be obtained at the Office of the General Steam Navigation Company, 6 and 8. Frederick Wilhelm Strasse.

The Rhine,-

Travellers can now proceed from Cologne to Coblentz either by steamer or railway The steamers start every morning, making the voyage to Coblentz in 7 hours, to Mayence in 13 hours, and thence in 2 more by rail to Frankfort; or by the Cologne and Coblentz Railway, which is now open the whole distance. It proceeds from the station at St Pantaleon's Gate, through a fine fer-tile plain, past the wood and Chateau de Bruhl, visited by Queen Victoria in 1845, and thence on to Bonn, whence it runs parallel with the banks of the Rhine, and affords extensive views of the most picturesque scenery, commencing with the Seven Mountains, and the Drachenfels, opposite Bonn. The trains stop at the most convenient stations for excursionists to visit the principal places of historical interest and noted for beautiful views, viz.: at Bonn, for visiting Godesberg, Konigswinter, and the Drachenfelsor Seven Mountains, from the "Castled Crag" of which a splendid view may be had of the Rhine. Rolandseck,-Remagen, whence excursions are made to the Ahr Valley, &c, Andernach, Neuwied, &c. If going to Ems, land at Lahnstein, Rall thence to Ems, page 80. From Coblentz. per Steamer to St. Goar, Bingen, Rudesheim, &c. Bieberich for Wiesbaden, Steamer to Mayence, or Castel--Rail to Frankfort.

From COLOGNE	Itineraries of the most direct Routes from COLOGNE	ORDINARY FARES.		KAREA. 1181				
to	to the following Alphabetically arranged list, of Towns.		2 Class.		I			
l <b>Aix-la-</b> Chap. <b>l Amste</b> rdam	By Rail, via Duren, page 67	0 7 6	£ 8. d. 0 5 4	1 15	21			
B Antwerp			0 10 7		1			
Bale	Liege, Louvain, Malines, p. 67, Change Carriages for Antwerp 70		014 6	1	1			
	b See Rtc. to Mayence, No. 24; thence by tail via Worms, I udwigshufen, p. 97. Neustadt, Stra burg, p. 59. Mulhauson, p. 59. Bale, p. 58		1 3 0	l .				
Berlin	By Rail from Doutz, (opposite Cologne,) via Hamm, Minden, p. 86; Henover, p. 103; Brunswick, p. 102; Magdeburg, p. 105; Berlin, p. 115		1 19 10	15 45	19			
••	a Rall to, page 84 b Steamer up the Rhine 186	0 1 6	0 0 6	1 0	1 1 3			
**	a Rl. via Bonn to Coblentz, p. 58; Str. thence to Bieberich, p. 186	092	0 6 0	111 0	111			
9 Brunswick	a Ri. via Boni to Coblentz, p. 88; 81; thence to Bieberich	0 9 0	0 7 0	11 33				
	to Brunswick, p. 102		1 6 0		1			
**	Passport,) Liege, Louvain, Malines, p. 67		0 16 6	1	1 .			
Calais	thence by Great Luxembourg rall to Brussels, p. 73		1 11 11	ł i	1			
19	b Ric., see No. 11. Ric. a to Malines; thence by Ghent, p. 62; thence via Idle, p. 70; Calais, p. 12		1 11 11	1 :				
17	e Rie., via Verviera to Liege, see No. 11. Rte. a; thence by Rail via Namur, p. 79; Charleroi, Manage, p. 75; Mons, p. 76; Valenciennes, Douai,							
Cassel	p. 64, to Lille, p. 18; thence to Calals, p. 12	1 9 2	1 12 5 1 0 10 0 3 9	8 29	12			
99	B Ric., Sir. from Cologne up the Rhine, p. 186	0 4 8	0 2 9	630	n' 6			
" <b>"</b>	b Rte., via Hamm, p. 86; Cassel, p. 93; Gotha, Weimar, Lelpsic, p. 117; Dreaden, p. 127	3 9 9	2 10	24. 0	59			
å Elberfeld	Rail via Dusseldorf, p. 86; thence to Elberfeld by rail p. 96		0 4 6					

				_				_	
	Itinerary of Routes from Cologne - continue	d.							
Frankfort	a Rtc., Rl. via Bonn to Cohlentz, p. 88; Str to Castel (opposite Mayence), p. 186; Rl. thomee to Frankfort, p. 71		s. d	1		- 1	hr. m.	1	. m.
,,,	B Ric., Sir. from Cologue up the Rhine to Castel, p. 186; Ri. thence to		2 (	1	_		13 13	1	
Geneva	Frankfort, p. 90.  See No. 4, Rtes. to Bale; thence as per Itinerary, p. 344  Rail via Hanover, see No. 20 Rte. to; thence Rl. to Harburg, p. 100;  Str. 54, Handware, view the Ethic.	3	9 1	2	10	2	49 43	5	7 40
) Hanover	Ri. from Deutz, (opposite Cologne,) via Hamm, Minden, p. 86; thence		7 1	1		- 1			7 50
) Heldelberg	A Rtc., see No. 16 Rte. a or b to Frankfort: RL thence via Darmstadt to	1	5 (		17		7 23	1-	1 45
**	Heidelberg, p. 91.  B Rts., see No. 24, Rtes. a and b to Mayence; thence via Worms, Ludwicks, p. 97. Onn to Manuscine 12 to Heidelberg, p. 91.		15 (	1	12	1	15 (	1	8 0 8 0
Leipsic		3	0 :	1	19	8			8 22
**	Katherine's Wharf London  b Rie , via Antwerp, Ri. to Malines, see No. 10, Brussels, Rie, a; Malines to Antwerp, p. 70; Sir thence direct to St Katherine's Wharf London	2	3 :	1	13	١	•••	2	
•	o Antwerp, p. 70; Str. thence direct to St. Katherine's Whart London.  Str. down the Rhine to Rottordam, No. 28, Rtc. b; Str. thence to St. Katherine's Wharf, London		7 :	1.	14		28 (	1 -	6 O 8 O
,,	d Rte., viz. Rotterdam, see No. 28. Rtes, to: Str. thence direct to 5t. Ka-		3 4	1	14	- 1		2	
**	theriae's Wharf London e Rie., No. 1, via Calus, see No. 11 lites to; thence via Dover, Str. p. 185; Bl. thence to London Bridge Sta.		3 1	1	13	- 1	19 (		
•	e Rie. No. 2, via Caluls, see No. 11, Ries to; thence per Steamer direct to London Bridge Wharf.	2 1	2 (	1	18	6		2	7 0
.3 Mannheim	F Rte. via Ostend, see No. 26, Rtes. to; thence via Dover Str. to, p. 203; Rl. thence to London Bridge Sta	3	9 4	2	8	8	19 6	١.	
24 Mayence	shafen, p. 97; Omn. to Mannheim		5 (	1	11	- 1	14 0		
(Castel)	p. 196.	0	9	) (	5	2	11 0 12 30	1	. 80
25 Munich 26 Ostend	See No. 16, Ries to Frankfort; See Himerary of Ries p. 315. a Rico, Rl. viz, Arc-la-Chapelle, Varviers, (Examination of Baggages and Passport,) Liege, Louvain, Mallaes, p. 67; Chent, Bruges to Ostend,	2	7 1	1	12	6	29 10	4	L 10
	p. 62.  D Bre , see No , 10 lites, to Brussels ; thonce via Alost, Gheut, p. 62; Bruges	11	1 (	3 1	3	0	10 (	١.	
7 Paris	to Ostend, p. 62.  a Ric., via Voriets, (Examination of Baggage and Passport.) change barriages, Liege, Namur, (Incident), St. Quentin, Crell, Paris, p. 16		11 (	1	3		•••	1	5 0
		2	7 (	1	15	- 1	11 16	1	•••
28 Rotterdam	to Paris, p. 327 a Rte., El. via Jussoldorf, Oberhausen, (change carriages.) Emmerich, L'ivecht n. 92 and 32		9 :	1	17 16	- 1		1	20
"	b Rtc., Str. from Cologne down the Khine via Dusseldorf, Eumorich, and	0	8	١,	6	٥		1,	5 O
9 Stettin 9 St. Petersb'g	Arnheim, p. 137	3	9	,	8	10	19	2	2 30
l Vienna	Konigsberg, p. 118; Dil. thence vin Tilsit, Tauroggen, in 100 hours to 8t. Petersburg	12	18	1 2	5	5	130 (		•••
	p. 119; Brunn, p. 121.  b Bic., via Dresden, see No. 14, Rtes. to; thence via Prague, p. 136;	•	•	7.	_		45 (	1 -	7 30
	Brunn, p. 138	51	3 :	1	8	9	42 0	77	0
	Cologue to the principal German Baths and			1		1			4
	Watering-Places.			1		Ì			
2 Aix-In-Chap. 3 Badeu	See No. 1		7 (	1	5	4	1 14	1	<b>3</b> 15
4 Carisbad	Baden Bl. via Hamm, p. 86; Cassel, p. 92; Gotha, p. 117; Weinurr, Leipsic, p. 117; Rl. to Hof, p. 125; DH. te Carlabad,	1	5 (	1	17	- 1	18 (	1	•••
35 Ems 36 Homburg		0		3 0		6	23 48 7 48 15 C	4 :	6 47 7 49
36 Homburg 37 Klasingen	See No. 16, Rtes. to Frankfort; 191, or R1 thence to Homburg See No. 16, Rtes. to Frankfort; R1. thence to Gominden Sta., p. 132; D1. thence to Kissingon	1	3 :	ار		- 1		1 -	5 40
8 Marienbad 9 Pyrmont	RI. via Hamm, p. 80, to Herford; Dil. thence to Pyrnuont. See No. 43, lite to Wiesbaden; Dil. thence to Schwalbach	41	6	0 8	16	11	22 ( 80 (	3	0
i) Schwalbach (1 Spa	KL VIA VETVIETS, (ELKIHILLEHON OF DUKKAKO AGG FRASPOTT, CHANGE CHI-	01	ii (	6	8	6	13 (	1	3 0
	riages.) Pepiuster Sta. for Spa, p. 67; (change carriages.) kl. for Spa, p. 67 9.67 Res. to Dresden, No. 14; Rl. to Aussig Sta. p. 138; Rl. thance to	0 1	14	8	10	0	3 (		5 0
2 Teplitz 6 Wiesbaden	Teplitz	3			17		34 ( 19 (		
	MAA 914. 13	-	-	-			-	_	

# Deutz.-Opposite Cologne, which see, p. 298.

Cologne to Ronn by rail, 1 hr., see page 85; by steamer 2½ or 3 hrs. up, 1½ hr. down. Terminus at Cologne—St. Pantaleon's Gate.

#### Bonn .- Stat .- HOTELS:-

GOLDEN STAR HOTEL, one of the best on the Continent in every respect, and worthy of the highest recommendation.

THE GRAND HOTEL ROYAL, overlooking the Rhine and facing the Park, is a good house, commanding a delightful view of the Seven Mountains. Mr. Ermekiol, proprietor.

Population 20,000, including the students and garrison. A university town in Rhenish-Prussia, of Roman origin, and formerly the residence of the Electors of Cologne. Its best edifices are the university, formerly the electoral palace, in which, besides lecture rooms, are a library of 150,000 volumes ; the academical and Rhenish museums; a fine collection of Roman antiquities, including an altar to victory; and the anla, or academical hall, decorated with fresco paintings. The minster, in which there is a bronze statue of the Empress Helena, mother of Constanting, by whom it was founded in 320, and built in the Byzantine style : the collegiate church ; that of the Jesuita; of St. Remi, in which is a fine painting by Spielberg; and the Schlosskirche. The house of Beethoven is pointed out in the Rheingasse, and his monument in the minater-platz. There are many beautiful walks, especially to the Hofgarten, with a fine terrace on the Rhine called "der alte Zoll," which gives a magnificent view of the river and Siebengebirge; of greater extent is that by the Poppelsdorf avenue, with its double rows of chestnut trees, to the castle of Poppelsdorf, and to the Kreutzberg, with its picturesque grounds. Roisdorf mineral water good.

Railway Terminus, close to Popeldorf avenue.

Doctor Parow's Institution of Orthopaidy and

Medical Cymnastics for the cure of spinal curvature and deformities of the chest and limbs, &c.; offers by young ladies board and lodging in the Establishmentitaelf, where in addition to suitable treatment, every arrangement is made for giving them a finished and accomplished education, especially in modern languages.

The view of the seven mountains on the opposite saids of the river is very fine. Excursions to Godesters, the Drachenfels, seven mountains, and the valley of the Ahr.

RAILWAY to Godesberg; steamboats up and cown the Rhine, Railway trains to Cologne, page 38.

# Gadenberg.-Hotels:-Blinzer's & Belle

An agreeable summer residence. Fine old seattle on the hill, commanding beautiful view of the Rhims. Excursions to the volcanic hill of Englerberg; the seven mountains; by ferry boat to Ecologowinter; the Abbey of Heiserbach.

# Konigswinten-1500.-Horas:-

#### HOTEL DE L'EUROPE.

The beauties of the Rhine begin at this town situated at the foot of the Drackenfels, the nearest of the seven mountains to the river. No traveller ought on any account to omit ascending this hill, even if he have to lose a day by doing so, as the view from its summit is one of the most lovely on the whole course of the Rhine. The walk from the pier to the top is not more than half an hour, and mules are always in waiting at the foot of the ascent for those who prefer to ride;—charge loggr. A small Hotel at the top of the Drachenfels affords very fair sleeping accommodation, and the view at sunrise is splendid.

The best way of reaching Königswinter from Cologno is, not by the steamers, which occupy hearly four hours, but by rail to the Mehlen forry opposite Königswinter, where boats are always waiting. By leaving Cologne by the first train, the traveller may easily reach Königswinter, ascend the Drachenfels, and proceed by steamer to Coblentz about noon. But should he be obliged to spend the day at Königswinter, he will not repent the delay, as he may find a delightful and picturesque walk, turn which way he will. Boat to Nonnenswerth and back, 20 sgr.

Excursions from Konigswinter to the Abbey of Kiesterbach or to the summit of the Lowenberg, the view from which extends into Westphalia.

Here commences a region of castles and vineyards which extends up the river as far as Walluf. From Konigswinter by steamer or rail to

#### Rolandseck .- HOTEL :-

This is a delightful residence for a few days. Visit the Castle and charming island of Nonnewerth, celebrated in the legend of Roland and Schiller's ballad of "Ritter Toggenburg."

# Oberwinter, merely a village.

Rheinbreitbach, on theleft bank, is a large village, with castles and towers, at the entrance of a valley, in which are the copper mines of Birnberg and Marienberg, now no longer worked, the largest having been inundated by the river.

At Unkel the cliffs encroach on the bed of the stream, so as to produce a slight rapid on one side. Just above this, and on the opposite bank, is

#### Remagen .- Hotel:-

This is a most agreeable place to pass a few days at. The views on the Rhine are very fine. The hill to the right is Apollinariaberg, with its splendid Gothic church, the property of Count Fuzz-tenberg. The church was built from designs of Zwirner (the restorer of the Dom of Cologno), and contains fine freeco paintings.

From Romagen excursions are made to the beautiful valley of the Ahr—to Ahrweller and Ahrweller and picturesque beinger of which is well worth visiting. Airwestler.—2500. Inns.—Kreusbure.
This town is the centre of the wine trade of the valley, and is very pretifly situated. The church is a fine Gothic edifice. Further up the valley the Burgundy grape is cultivated on every accessible shelf of rock, and forming most singular but picturesque vineyards. Before reaching Altenahr the scenery becomes very fine—precipitous rocks crowned by the castle—a singular tunnel cut through the rock, leads to the village of

Altenahr .- INN; UBRICH's, at the entrance

of the town. Very good. Trout.

This village is surrounded by an amphithcatre of slate rocks—parily wooded and parily covered with vines, and on the highest peaks are seen the ruins of the Castle of Altenahr, the finest object in the whole valley. No one should omit ascending to the ruins as the view from the height is mugnificent. From Altenahr, if time will admit, the visitor should proceed to the Abbey of Laach—whence he should return to the Rhine through the valley of Brohl.

A little below **Erpel**, on the left bank, is a basalte mountain, 700 feet high, called the Erpelor Ley. The vines planted on its slopes are rooted in baskets forced into the clefts of the rock.

Near Singig, (Hotel Stern) a small old town on the road between Bonn and Coblentz, about 11 mile from the Khine, well worth visiting.

Close to the confluence of the Ahr is the village of Unterkrippe, (Hotel Nassau Hoi) communicating by a flying bridge with

Ling .- HOTLL NASSAU.

A commercial town, at which the steam vessels put in. Charles the Bold took this town in 1470, in 1632 it was taken by the Swedes, and in 1688 it was garrisoned by the French. The castle, as well as the town walls of Linz, are built of basalf, and the streets are paved with the same material. The surrounding country produces copper, iron, lead, &c., which are exported from this town, and render it a thriving and commercial community.

Andernach.--3000. Hotel:--

HACKENBRUCH HOTEL

An ancient town, founded by the Romans, and, in the middle ages, a free city of the empire. Enclosed with lotty old walls, it contrasts strikingly with Neuwied, further on, which lies quite open Its Roman gate, and the rulus of the Pfulz or Episcopal palace, its ancient church and tower, with the town arms, at least 1000 years old, are well worthy of notice. Much Tarrass (or trass) made hereabent, quarried and burn; it is a mortar er cement which atnots both water and heat.

The Lancher lake may be visited either from this place or from Brohl. It is a singular sheet of deep bine water, of almost circular form, occupying what would seem the crater of an extinct volcano, 656 feet above the Rhine, about 1½ mile long, and 1½ broad, depth in the centre 21½ feet, surrounded by hills richly wooded to the water's edge. A jet of carbonic acid gas issues from a little opening on the R. E. side, and this, together with the scories ashes, pumice, &c., found on the banks, gives evidence of its volcanic origin. The descried abbey of Laach, with its five towers, forms a picturesque object in the view.

The great milistone quarries of Nieder Mendig, 2 miles S. E. of the abbey, are also well worthy of a visit. The distance from Andernach to the Lancher See is about 8 miles. Carriage there and back, 4th.—lbgr. to Cocciman.

Beyond this town the mountains again approach the river, forming a magnificent define, and having, at the water's edge on the left bank, the ruined castle of Friedrichstein, the building of which was begun in the 17th century, but nover finished. On the same side lies the village of Irritch, connected

by an avenue of poplars with the town of

#### Neuwied .- HOTEL -

MORAVIAN HOTEL.

Population 7,000. Capital of the mediatized principality of Wied. Overlooking the river is the Prince's palace, which contains a collection of very interesting Roman antiquities, chiefly from the buried city of Victoria, near Niederbiber, a village 2 miles to the N. The museum of natural history is in the Pheasantry, (Frasucric Gebaude), and consists for the most part of collections made by Pitnec Maximilian of Neuwied, during his travels in Brazil and North America. A distinct quarter of the town is occupied by Moravian brothren, whese sciencias and workshops are worth visiting.

The chateau of Monrepos, with its park and gardens, 6 miles N.N.E., is the object of a very pleasant excursion. Neuwied has also a flying bridge

over the Rhine.

CONVEYANCES .- For Railway, see page 89.

The castle of Allwicd, at 8 miles distance is a magnificent ruin and commands a splendid view. Carriage there and back 4 thalers.

Weissenthurm (White Tower), on the right bank, so called from the old watch-tower which stands at the extremity of the village; on an eminence to the left of which is the monument of General Hoche, who crosed the Rhine at this place. Here it is asserted that Julius Casar constructed the famous bridge described in his commentaries; but this is very improbable, as he makes no meantion of the island in mid-channel of which Hoche availed himself in his passage.

Further on to the left is Muhlhofen, a village at the mouth of the Sayn, from which pleasant excursions may be made through the beautifully wooded valley traversed by that stream. Royal

Iron-works here

Resselheim.—Near this are the ruins of Schünhornlust, once a palace of the Elector of Traves; famous also as the rosidence of the exited Bourbon princes, and head-quarters of the army of refugees during the rovolution.

Near the junction of the Moselle and Rhine stands the monument of General Marcean.

Neuendorf.—Here the smaller timber-rafts from the Upper Rhine and its branches, as also from the Moselic, are formed into the great rafts which go down to Holland.

Long before the steamer approaches Commandation for trees of Ehrenbreitstein is visible, while, as she reaches her moorings at that city, one of the most conspicuous objects is the stately palace of the King of Prussia, formerly belonging to the Electors of Treves, stretching along the bank of the river.

Coblems. -28,000.-Hotels:-

Hotzl DE Belle Vue —first-rate, and highly recommended. Laudlord, Mr. Hoche.

HOTEL DE TREVES -Terischer Hof, on the great square, a good and quiet comfortable house.

HOTEL DU GEANT—one of the best on the Rhine. Landlord Mr. Schutz.

Coblenz, the "Confluentes" of the Romans, is a strongly fortified town on the left bank of the Rhine, and right of the Moselle; capital of Rhenish Prussia, with a population of 26,000, including 4,000 military. It occupies a large triangle, formed by the influx of the Moselle into the Rhine, and has an old stone bridge over the Moselle: from this bridge there is a magnificent view. On the opposite bank. of the Rhine's the rocky fortress of Ehrenbreitstein, with the town at its foot, containing 2,800 inhabitants, and communicating with Coblenz by a bridge of boats, 485 paces in length. The view from the summit of the fortress extends as far as the mountains of Lorraine, and will amply repay the fatigue of ascending. The old castle, near the Moselle bridge, possesses historical interest, having been the sojourn of several emperors. The church of St. Castor, at the very confluence of the two rivers, and distinguished by its four towers, dates from 836; here the grandsons of Charlemagne met, todivide amongst them his mighty empire into Germany, France, and Italy. On the left of the chancel stands the beautiful tomb of Cuno of Falkenstein, archbishop of Treves, with a painting of the Crucifixion, attributed to the old German master, William of Cologne. Here, also, Edward III. of England was installed Vicar of the Empire, by Lewis of Bavaria. The celluis under the grammar school, formerly a Jesuits' convent, are worth visiting from their great extent, containing about 300 vats, or 400,000 bottles of Rhine and Moselle wines. From the vicinity of this town to the wine districts, it forms the great depot for the export of their produce, as also of the seltzer waters of Nassau, and the various volcanic productions of the neighhoughood.

The fortifications of Cobleuz are of vast extent; of these Ehrenbreitstein is the most remarkable, faving cost, it is said, 5,000,000 dollars. It has 400 cannons. The monument erected here by the French with the postscript by the Russian general, is very amusing.

In the environs of Coblenz are Mosselweiss, a protty village, much resorted to for recreation; Metternich, 8 miles distant, at the foot of the Krimmelberg. Here are the sources which supply Coblenz with water by pipes which pass over the bridge of the Moselle. This river is navigable to a great distance beyond Treves; during the whole of its course from that city to its mouth, 147 miles, (72 by land) it is closed in by mountains, which form a continued series of the most diversified landscapes, in consequence of the sinuosities of the stream. German steamers ply between Coblenz and Treves, from which place to Metz is navigated by a French company. Besides the beautiful valley o the Moselle itself, which contains some of the most picturesque river scenery in Germany, many the adjacent valleys are well worth a visit.

Coblenz being one of those points on the Rhin from whence so many interesting excursions may be made, it is well, if possible, to make it a halting place for some days. Among the places most worth visiting are the following:—the Pfaffendorier Hohe, a hill on the same side with Ehrenbreitstein, and commanding almost as fine a view; the hill of the Chartreuse; the castle of Stolzenfels, 3 miles up, in the left bank of the Rhine—vehicles there and back, 1 dollar; to the top of the Kuhkopf, tha highest hill near the town; Lahnstein, on the left bank; Sayn and the abbey of Rommersdorf; abbey and lake of Laach; castle of Elz; Neuwied and Marksburg; more distant. Ems and Nassau. The neighbouring forests abound in game.

CHURCH OF ENGLAND SERVICE.—Morning service on Sundays, &c., at 1130—Evening service at 5 30. The Rev. S. Tucker, Licensed Chaplain.

View from Chartreuse, half a mile out of the town, very fine.

CONVEXANCES.— Eilwagen to Ems, Kreuznach, Troves, and Wiesbaden. Steamers several times daily to Biebrich, Mayence, and Manuheim; as also to lount, Cologne, Dusseldorf, Emmerich, and Rotterdam Steamers ascend the Mosello as far as Treves and Metz. Rail to Remagen, Bonn, and Cologne, see page 88.

Horchheim, on the left, is the last Prussian village. The island opposite is Oberwerth, on which was formerly a nunnery, now the country house of Count Pfaffenhofen.

Stolzenfels, a fine castle of the middle ages, on a projecting rock overlooking the Rhine and the village of Kapelian. This grand edifice belongs to the king of Prussia, by whom it was restored and fitted up for a summer residence; it was here he entertained Queen Victoria in a most splendid manner in 1845. It is the most beautifully situated of all the Rhine castles, commanding a prospect up the river, as far as the valley of the Drinkholde spring, with Rheuse, Oberlahnstein and Markeburg included. Opposite is the lovely valley of the Rhine; while down the stream the view embraces Coblenz, with its fortifications, and the mountains of Andernach in the distance.

Both banks of the Lahn, and the right bank of the Rhine, almost the whole way to Mayence, belong to Nassau.

There is a ferry from Stolzenfels to Lahnstein, and another over the mouth of the Lahn; a rallway thence to Ems, up the right bank of this river. On the summit of a hill at the mouth of the Lahn are the ruins of Lahneck castle.

Oberlahmstein, an old walled town, with a conspicuous rod building at the edge of the Rhine, once a castle of the electors of Mayence; near it is a small white chapel among trees, where, in 1400, the deposition of the emperor Wanceslaus, and the election of Rupert were pronounced by the electors.

election of Rupert were pronounced by the electors. Rhenne, Horst Zun Konserun, a very antique town, scarcely altered since the middle ages. Near it is the Königstuhl (king's seat), an open vaulted hall, with seven stone seats for the seven electors who used to meet in it to discuss affairs of state.

### Branbach .- Hotel Zur Phillipsburg.

Another ancient little town, at the entrance of he valley that winds round the Marksburg, with a ine old castle. There are copper and silver mines a the neighbourhood; there is also a road to Ems rom this place.

Marksburg, a fortress of the middle ages, in serfect preservation, being the only one of the thine castles which has escaped destruction.

# Boppart.-Hores:-

#### HOTEL DU RHIN AND POST.

An ancient walled town, population 4,000. This is s gloomy but interesting old place, of Roman origin, laying been one of the 50 castles of Drusus on the Rhine. In it are the remains of the palace of the Frankish kings, and the ruins of a fine chapel. Behind the town is the ancient nunnery of Marienperg. now an establishment for the water-cure. the walls of the Roman castrum, a quadrangle of strong masonry, still exists in the heart of the The situation of Boppart is remarkably cautiful. The khine here makes one of its most considerable curves, and at some distance further he mountains recede a little from the river, giving way to meadows and corn fields. The streets of Boppart are very narrow and dark, but possess many attractions for the architect and antiquary. many of the buildings presenting great peculiarities of architecture.

Salzig, an agreeable village, with large planations of cherry trees. Opposite, on the twin beaks of a lotty rock, are the ruins of Sterenberg and Liebenstein, called the two brothers, and the abject of a legend. At the foot of the steep mounain, in a narrow valley, is the village and ancient convent of Bornbofen.

In Ehrenthal are silver, lead, and copper works, whose annual produce is 100,000 florins.

Welmich, a little village with a fine old hurch, at the foot of the mountain on which stands he castle of Thurmberg, called "the Mouse," now ast falling into ruin; the walls are, however, still perfect. The castle called "the Cat" is above St. Goarhausen.

Marienberg—Formerly a convent and place of education; now an establishment for the cold water cure.

# St. Goar. -1,500. - HOTEL - ZUR LILLIE.

The position of St. Goar is eminently beautiful. On the hill are the ruins of Rheinfels, formerly one of the most extensive fortresses; now a picture of desolation. Opposite is the pretty village of St. Goarhausen, and the ruins of "the Cat." Above this point a narrow defile confines the river, which is precipitated over arcocky channel; on the left is the enormous rock of Lurley, and a little higher are discovered the rocks called the Seven Sisters (Sieben Jangfrauen), the subject of a legend.

Below St. Goarwe meet with the most extensive rain on the Rhine, namely, the fortress of Rheinfels. This immense stronghold was bult in 1245 by a count of Kaizenelinbogen. It became afterwards, in the hands of the Landgrave of Hesse, a modern fortress, which lasfied the French in 1692, but was taken and blown up by them in 1794.

St. Goar is a cheorful little town, and very desirable as a sojourn for the purpose of making excursions in the vicinity, as it lies in the midst of some of the finest of the Rhine scenery. This town is also famous for its extensive salmon fishery. Neor it is a dangerous rapid called the Bank, and below this the whirlpool Gewirr. A very fine view is to be had from the heights above St. Goar, rising directly in face of the Lurielberg. On the opposite side of the river is

#### St. Goarhausen.—800.—Hotel Adles.

Still partly surrounded with its old walls. Here begins the Forstbach, or Swiss Valley, colebrated for its beauty, budge traversed by a clear stream, forming numerous cascades between precipitous masses of rock. At the entrance of this valley stands the castle of the Cat, a very picturesque object in the landscape. An excursion well worth taking is that to the rulned castle of Richenberg, at a distance of a mile and a half inland.

On the same side, but a little above St. Goarhansen, the black perpendicular preciples of the Lurieiberg rises abruptly from the water's edge, opposite to which on the road side, is a grotto, in which is stationed a man who, with a bugle or by firing a rifle, awakens the echo of the Lurley, which is said to repeat sounds fifteen times. Above this, in midchannel, and visible at low water, are the rocks called the Sevon Sisters, the subject of a legend.

# Oberwesel.—Hotels:—Rheinisher Hof and Trierischer Hof.

The Vesalia of the Romans. A small town of 2500 inhabitants; very interesting to visit, and delightfully situated. The whole course of the river from Bonn, where it becomes narrower and more rapid, and onwards to Bingen, is through scenery of surpassing beauty, rocks crowned with castellated ruins, and hills cut in terraces for the cultivation of the vine, rising above the towns and villages on either bank. The church of Our Lady in Oberwesel is considered a model of the gothic style; in St. Martin's is a "Descent from the Cross," by Diepenbrock. The picturesque appearance of this town is much increased by its turreted walls and the lofty round tower called the Ox Tower, by the water side. The village of Engchölle is well worth a visit. as also the ruins of Schönberg Castle, known for the tradition of the Seven Sisters.

#### Caub .- HOTEL NASSAU HOP.

A small town on the left, above which on a steep rock, rise the ruins of the castle of Guten-fels. In the middle of the river, between Caub and Bacharach, is a well-preserved old castle, called the Pfalz, built by the Emperor Lewis of Bavaria for a toll-house. In the lateral valleys are extensive slate-quarries.

#### Bacharach.-Horsl Post.

A busy town of 1800 inhabitants; formerly the entrepôt for the fine Rhenish wines, which were named on this account "the wines of Bacharach."

In the Rhine, when the water is low, a large atoms appears, called the Altar of Bacchus (Bacchiara)—hence the name.

OBJECTS OF ATTRACTION.—The Church of St. there, dating from the 12th century; the ruins of the eastle of Stahleck, with its truncated walls, on a high hill behind the town, from whence there is a flae view; and the town walls, with twelve towers of popullar construction.

#### Lorch .- HOTEL SCHWAN.

On the opposite bank; 1800 inhabitants. One of the oldest towns on the Ithine situated at the embouchure of the Wisperbach, and entrance of its picturesque valley, leading through Goroldstein and Langensetion to Schwalbach, a walk of five hours. On the right bank of the Wisper is a rocky emanen e called the Dovi's Ladder, with the ruins of Nollingen castle on its summit. Above the village of Rheindichach stand the round tower and broken walls of Furstenburg, devastated by the French in 1687. The claurch is a handsome relic of the 12th century; in front of it is a carved stone cross dated 1491.

Close by the water's edge is the village of Nieder-Heimbach, above which appear the remains of the eastle of Heimburg, and higher up the turreted ruin of Sonneck.

As we approach Bingen and Assmanshausen, those picturesque monuments of the old iron times become still more numerous.

One of them called the Rheinstein, which has been restored and fitted up in the antique style for a summer residence of Prince Frederick of Prussia, is well worth visiting. It stands upon a projecting elif, rising almost perpendicularly from the water side. Opporte to this is the village of

#### Assmanshausen.

On the left, with a warm mineral spring. The fine red wine of that name is produced from the vines in the neighbourhood, which are cultivated on such steep heights as to require baskets and other contrivances to secure them in their places; some of the terraced heights are one thousand feet shows the river.

One of the finest views in the whole course of the siver may be obtained by ascending to the Rossel a little tower on the edge of the heights above Assmanshausen. From this village also may be made the ascent of the Nicderwald.

The great gorge of the Rhine, the commencement of which is about Boppart, terminates here. It is formed by a range of mountains crossing the river's course, nearly at right angies. The Bingenloch obstructed for a long time the navigation of the Rhine; but this passage was widened to 210 feet—ten times tas former breadth, by the Prussians, in 1830–39: the fragments, taken from the river bed by blasting, 'were formed into a monument on the road side to commencents the work. This channel is near the right bank, and overlooked by the ruins of the fottress of kinentels.

On the right, and adjacent to the influx of the Nahe, is an islet with a ruin called the Exacethurm (Mice Tower), the scene of a strange exaction, which Southey gives in his balled of Sistem Hatto.

### Bingen .- - 7000 .- HOTEL :- VICTORIA.

In an angle of the beautiful valley of the Nahe the frontier town of the Rheno-Hessian territory, A considerable entrept for trade in corn and wines. The town is much frequented by strangers. The Rhine here makes a considerable curve, and the scenery around is in the highest degree attractive. The ruins of Klopp, on the Drususberg (once a Roman castle) afford a favourite promenade and a view from the tower of the celebrated Nahethal, and the environs as far as the Donnersberg.

An agrecable tour may be made to the Rochusberg and its chapel, from whence there is a prospect of extraordinary beauty; as also up the Nahe to Kreuznach and Oberstein. Opposite Bingen, on the right of the Nahe, stands the Rupertsberg, and, about a mile and a half distant, the Ellsenhölle, from the moss-house of which there is another magnificent view. An excursion to Rüdesheim, and to the heights of the Niederwald is also recommended. From Rudesheim, on the opposite bank of the Rhine, the railway is now open to Wiesbaden, Castel, and Frankfort, see page 90. From Bingen by railway to Kreuznach, see page 90.

#### Kreuznach-10000,-Hotels: Oramenhof; Englischer Hof.

A Prussian town in a pleturesque situation in the valley of the Nahe, a fashionable watering place on account of its Sadine Spring which is situated on an island a quarter of a mile above the town. The waters are highly beneficial in scroulous diseases. There is a Kurhaus very prettily attuated, and visitors find Kreuznach a pleasant residence.

Excursions to the top of the Rheingrafenstein which commands a fine view of the two rivers. 2. To the salt works of Theodorshalle. 3, To the valley of the Alsenz, containing several picturesque occurs and ruined castics.

Conveyances.—Railway to and from Bingen to meet the steam-vessels on the Rhine.

### Rudesheim .- Stat .- Hotels :-

HOTEL DARMSTADT—a comfortable house, overlooking the Ikline, and close to the Railway Station. The proprietors have large cellars of the best Rhine wines.

This town is situated nearly opposite Bingen, at the foot of the mountain, which is covered with vineyards, and produces the best quality of the celebrated Riddeshelm wind. The old tower and the castice close to the waters' edge are worthy onotice. Persons who have not seen the view from the Niederwald should land at Rudeshelm and ascend the heights stove, which commans several of the finest views of the Rhins. On the left will be seen a beautiful panorama of the Rhine; the chream and vineyards of Jehannie berg, the castic and park of Bioberich; further on, the town of Mayener, and opposite Binger at the junction of the Nate with the Bine; the view of the rain of Eirensels; and leathy, the Escauberte Hisbac (long to cave), whence there are miniature views of three different legislanges, a exquantily seven the agreement.

aught of the delicious Rudcsheimerberg, Rottnd, or Hinterhausen wines, will be found a great axury.

Mesers. Dilthey, Sahl, & Co., of the Darmstadt folel, are large wine growers, and have extensive silars of the choicest wines of the most remarkble vintages, and a collection of cabinet wines, from the best vintages of the Rheingau.

CONVEYANCES.—Ruil to Wiesbaden, Frankfort, 2c., see page 90. Steamers up and down the Rhine. Carringe drive to Schalgenbad in 2 hours.

Gelssenheim.—2300.— Hotzels.—Schow Aussicht and Stadt Frankfort. Duchy of Nasau. Noted as well as Rudesheim for its wines; mo of the most beautiful places in the Rheingau, ituated at the widest part of the stream, which here measures 2000 feet; there are many handsome country seats, among which the villa of Baron V. Zwierlein is worth visiting, for its collection of paints diags.

Johannisberg, on its celebrated vine-clad hill, is a prominent object here. The cartle belongs to Fruce Metternich, who has laid out the grounds with much taste. The vines cover a space of 65 acres; these most esteemed grow round the castle, and indeed partly over the collars.

Hence on to Mayence, are numerous islands.

Eltville-2000-

New road hence to Schlangenbad and Schwalbach.

Bieberich .- Stat .- HOTELS:-

HOTEL DE L'EUROPE.

On the Rhine, the summer residence of the Duke of Nassau; his palace looks well from the river. The greenhouses display very great taste, and are nearly always open to the public. The gardens attached are very extensive and much admired. A beautiful statue has recently been added.

Divine service of the Church of England in the chapel of the Duke of Nassau's palace, every Sunday at 12 noon and 6 evening, by a resident English (leggyman.

Converances.—Railway trains to Wiesbaden and Frankfort, see p. 90. Steamers up & down the Rhine.

Castel .- Stat. - HOTEL :-

BARTH'S INN.

A town and fortress on the right bank, almost a suburb of Mayence, 2,500 inhabitants, and connec od with it by a bridge of boats. Here is a station of the Wiesbaden and Frankfort Railway. The Rhine and Netherland Steam Navigation Companies have established here a commodious landing jetty, to spare travollers the détour by the bridge.

For Railway, see page 90.

Travellers bound for Frankfort leave the steamer here; the station is close to the jetty.

Mayence - Mainz, German - (with Map in Special Edition). - Hotel :-

HOTEL D' ANGLETEREE – a first-rate and excellent hotel, in front of the bridge, and commanding a beautiful view of the Rhine; landlord, Mr. Specht

Mayence is the most considerable fortress of the derivative of the control of Capucines, the church adjoint of the Control of Capucines, the church adjoint ing is called the Liebtrau Kirche, erected in the 9th strians, half Prussians: 38,000 inhabitants. The contury. The edifice is constructed in the gothic cathedral dates from 978, and has several good style, and is very well worth a visit on account of its unonaments. Lise built of red sandstone, peculiar architectural merits. Immediately on the south

architecture, and very picturesque style. It contains a Statue of Guttenburg. In the old Electoral Palace are the museum of Roman Antiquities, the finest perhaps in Germany; paintings; large cabinet ofnatural history; coins and medals; model of a donble bridge, seemingly very suitable for the Thames, intended to have been built by Napoleon over the Rhine; the astronomical clock, by Alexius Johann, one of the most scientific pieces of mechanism extant; also, the town library, (open daily, excepting Sa. & Sa.) containing about 100,000 vols., manuscripts of 10th century downwards; the first psalter of Guttenberg, inventor of printing, who was born here, 1357; his statue, after Thorwalsden, stands before the theatre. For the tomb of Drusus, in the citadel, an order is requisite. On Fridays, from 4 to 8 p.m., much company is attracted from Wiesbaden, &c., by the splendid performance of the regimental bands, to the public gardens. A fine view is had here of the Rhine with the Tannus mountains in the distance, and of the Maine, on the right bank of which. about three miles off, is seen Hochheim with its vineyards producing the celebrated Hock. The sparkling Hock is mide in Mainz, which posse-se, a large trade in Phine wines generally, and corn. Outside the Münster-Thor, beyond the cemetery, at Zahlbach, are very considerable re-mains of the Roman aqueduct. The Roman aqueduct is reached more expeditionaly by the Gan Thor than by the Munster Thor. The town authorities have fitted up the chapel of the late convent of St. Clara for the use of the English. There is a bridge of boats here.

CONVEYANCES.—By stemeer, in 4 hours, to Cobence, 8 to Cologne, 30 to Rotterdam. Railway to Darmstadt and Aschaffenburg, see page 91; also to Heidelberg, Strasburg, and Paris, see pages 96 and 97.

Oppenheim.—Stat.—2,500. The Church of St. Catherine, purest gothic style, (built 1202-1217), contains several superb sculptures and tombs, and stained glass in a good state of preservation.

Conveyances .- For Railway, see pages 96 & 97.

Gernzheim. — Population 3,000; the birthplace of Fierre Shoofler, an early printer, in whose honour there is a handsome monument.

Worms.-Stot.-Hetel .--

GASTROF ZUM ALTEN KAISEB.

Oasthor 200 Annua Marke.

Population 8360, besides the garrison. The Cathedral is a venerable monument of the eighth century, completed in 1016, and inaugurated in the presence of the Emperor, Henry II. The memorable diet at which Luther appeared was held here by Charles V, in 1521. Rosenwald, on an island where the valiant Siegfried killed the dragon, is the scene of the romantic poem, the Niebelunges Lied. Public Places—the Markets, the Place St. Andre, St. Martin, and St. Paul, Hotel do Ville, &c. In the ancient city of Worms on the Rhine, there existed a convent of Capucines, the church adjoining is called the Liebfrau Kirche, erected in the 9th century. The edifice is constructed in the gother style, and is very well worth a visit on account of its architectural merits. Immediately on the south

and south-eastern sides of the church lie the celebrated vineyards, where the Liebfrauenmileh is grown,
the best quality of the wine is produced nearest the
walls of the church, and the estate, which is enclosed by a wall, is called the garden of the Capucines, it is the property of the house of P. J.
Valckenberg. The grapes which yield this fine
Rhine wine are of the Riesling kind.

Conveyances.—For railway, see pages 96 and 97.

Mannheim,-Stat.-Hotels: -

HOTEL DE L'EUROPE.—A first-class house for families and gentlemen, situate nearest to the Rhine, and the landing place of the Rhine steamers. Mr. Wm. Hillingass, Proprietor.

At the influx of the Neckar into the Rhine, with 25,000 inhabitants. It is a clean and well built town, but monotonous on account of the regularity of the buildings. The largest building in the town is the Grand Duke's palace, wherein is a picture gallery and a cabinet of natural history; the most pleasant walks are, the garden behind the palace and the Plankenstrasse. In the neighbourhood lies Schwetzingen, with its beautiful garden. There is here a chain bridge and private gardens near it, also a Theatre and fine Orchestru.

Conveyances.—Steamers to Cologne, Railway also a railway on the French side of the Rhine trains to Heidelberg, Carlsruhe, Baden, Kehl (for Strasburg, see page 59. Diligences, see page 216

Strasburg), Freiburg, and Basie, thence to Sissach see page 94; to Darmstadt and Frankfort, page 91

Ludwigshafen.-Stat.

Connected with Mannheim by a boat - bridg across the Rhine: it is also a Station of the Rail way to Mayence, see pages 96 and 97.

Leopoldhafen.—A little village where pasengers are landed to go to

Kehl,-Stat.-2200.-HOTEL:-

HOTEL DE L'AGNEAU BLANC- Post House-got accommodation, moderate charges, and obligir landlord, English spoken.

Persons wishing merely to visit Strasburg will fir an omnibus at the Station on arrival of each trai to convey them to the above Hotel, where the will be as well lodged as at Strasburg. Carriag are always ready to take them to Strasburg ar back, thus avoiding the inspection of luggage, whit takes place each time of crossing the Rhine.

CONVEYANCES.—For railway see pp. 93, 94, & 9
Bale, Basie, or Basel.—Stat.—23,000.
For HOTELS and description, see page 343.
CONVEYANCES.—Railway to Efringen, Ke

CONVEYANCES.— Railway to Estringen, Re-(Strasburg), Holdelberg, Mannhelm, and Frankfo see page 95; to Olten and Lucerne, see page 150; Sackingen and Waldshut, see page 94. There also a railway on the French side of the Rhine Strasburg, see page 59. Diligences, see page 216

# GERMANY,

# Including SAXONY, BAVARIA, WURTEMBURG, and the INDEPENDENT STATES.

London to Bremen. - By the North German Lloyd's Steamers, every Tuesday and Friday

evening. See page 198.

London to Hamburg.—Steamers leave the Tower two or three times a-week for Hamburg early in the morning. (See page 198.) The average pa-sage is 45 hours. If y the route via Dover and Ostend, thence to Cologne, from which place Hamburg may be reached in 19 hours, making the whole time from London about 37 hours; by the General Steam Navigation Co.'s Steamers, every Wednesday and Saturday, see page 198.

London to Rotterdam. -By General Steam Navigation, or Netherlands Co's Steam Boats, direct from St. Katharine's Steam Wharf. From Rotterdam by the Dutch Rhenish Railway, by which

passengers can book through to the principal cities of Germany.

Hull to Bremen.—By the North German Lloyd's Steamers, every Wednesday and Saturday. See page 193.

See page 193.

Hull to Hamburg.—By Lofthouse, Glover, & Co.'s Steamers, the Hull Steam Packet Company's Vessels, and the Elbe-Humber Co.'s Steamers. See page 193.

West Hartlepool to Hamburg. -The West Hartlepool Steam Navigation Co.'s Steamers. See page 212.

The Ellwagen travels both by day and night, the Stellwagen only by day, and is therefore preferable for Tourists.

Money. -£1 is about equal to 12 florins; the florin, 60 kreutzers.

Achern .-- HOTEL :--

HOTEL D'AIGLE.

Altenburg—Stat—on the Pleisse, capital of the Duchy of Saxon-Altenburg: 14,200 inhabitants. Rathhaus; Promenade. The eastle is remarkable; it consists of two parts, the older portion built in the 18th, and the newer part in the 17th century. Convexances.—Rallway, see page 125.

Aschaffenburg.—10,000.—Stat.—Hotels:— Hotel Faeihof; very comfortable.

Aschaffenburg, situated prettily on the right Spessart, the largest in Germany. The ancient bank of the Maine, not far from the forest of the station for the 10th and 23rd Roman Legions. The Frankish kings had a palace built on the rains of a Roman castle. The ex-King of Bavaria, Ladwig, caused an exact model of a Roman villa to be built on the banks of the Maine, after the plan of one in the ruins of Pompeii; the paintings on the walls are executed by the first artists, and it is interesting to see the private dwellings of a Roman citizen brought within our understanding. The present royal residence is a handsome palace, built in 1606. The palace was built by the Archbishop-Electors of Mayence, as a summer residence. The church is worthy of atten-tion, built in 974. There is a monument in bronze of Cardinal Albert of Brandenburg, by Peter Vischer, a bronze Virgin by his son Hermann, and another monument in bronze, by Hack. Here are promenades.

CONVEYANCE.—Railway, see pages 91, 96, and 97.

Diligences, see page 215.

The other road to Kissingen recommended to travellers is by Rail from Frankfort to Hanau, and by Post to Schlicterne and Brukanau.

Augsburg .- 36,000 -Stat. - HOTEL.

DREI MOHREN (Three Moors)-good.

Augsburg, at the influx of the Wertha in the Lech; a considerable manufacturing town, with picturesque houses. Great trade in money and exchange,

OBJECTS OF ATTRACTION. -- The Maximillan street, with its brouze fountains, by Adrian de Vries, 1599, and the well of Augustus, by Hubert Gerhard, 1590; the town-hall, a beautiful building in the Italian style of architecture, by Elias Hole, 1620: the cathedral, an irregular building in the Byzantime style; the castle or palace in which the Emperor Charles the Fifth resided when the Augsburg confession was presented to him, 1635; the St. Ulrich and Alira church, with many monuments of the family of Fugger; the so-called Fuggerei; with its Golden Chamber, the Confession Hall, interesting in the History of the Reformation; the inn of the Three Moors, of which mention was made in the year 1364, and no doubt one of the oldest in the world; the store-house; the museum and newsroom; the poor-house; the industrial school, and the academy for the study of painting. In the neighbourhood,-Park, Bavarian and Schwabian Himmelreich, Tivoli, Rosenau, Göginan, Schatzler's villa. Algemeine Zeitung published here.

Omnibuses run between the railway stations and the following places, calling at the different inns in their route,—St. Uirich's kirche, St. Margareths, Gasthofe, and St. Jacob's kirche.

Conveyances. - Railway, see pages 134 and 135 Diligences, see page 215.

Baden-Baden. -- Stat. -- 7.000 -- HOTELS: --

VICTORIA HOTEL, very good and highly spoken of. Massrs, F. & Ph. Grosholz, proprietors.

HOTEL ROYAL, a newly built establishment, said to combine every modern improvement.

HOTEL DE HOLLANDE, near the Kursaal, one of the best in Germany, and table d'nôte at 1 and 5 o'clock; highly recommended. Proprietor, Mr. A. Roessler.

Baden-Baden is invested with peculiar attraction by the picturesque beauty of its situation, being romantically seated on the banks of the Oos, and embosomed among majestic hills—the children of the Black Forest; it is clienty built on the abope of a hill, owing to the nurrowness of the valley, which consists for the most part of charming prairies, whose light green forms a pleasant contrast to the dark fir-trees that cover the surrounding hills. This excellent site of the town is added to by the mild climate, inasmuch as the neighbouring mountains check the north and east winds, and the hot-wells concealed in the bosom of the earth impart warmth to the soil. These springs were known to, and appreciated by, the Romans, who colonised the spot, and named it Civitas Aureha At one period, Baden was considered the most fashionable watering-place in Germany, and is to-day by far the most beautiful of the baths of North Germany, not even excepting that of the Brunnen of Nassau. The numerous agreeable promenades, cutting through the woods, will farnish a traveller with means of quiet recreation and healthful walking, even in the flerce glow of a midsummer sunshine. The season is at 'ts height during the months of July, August, and September; but from May to October a succession of visiters continue to arrive and depart. The time for as-assembling to drink the waters, is between 6; and 74 a.m., when the band plays from a kind of pavilion. On the left bank of the Cosbach, we see the " Promouade" and "Conversationshaus"a magnificent building, adorned by a Carinthian portico, and surrounded by tastefully laid out gardens and pleasure-grounds. It consists of rooms and saloons, in which are given têtes, concerts, performances of all sorts, and dancing three times a week. There is also an excellent gratuitous Reading-room and Library, in the Conversation House, and another one belong-ing to Mr. Marx, to which visitors can subscribe. There is in the establishment a great restaurant and coffee-house called Restauration. The rougeat-moir tables are much frequented in the evening. The avenue leading to the Conversation House is miled with stalls of traders from Switzerland and the Tyrol, and even from Paris; and in the evening, after dinner, the entire place is filled with chairs and ' stables, occupied by visitors sipping coffee, ices, &c., mer smoking, while listening to the music played by the best bands in the country.

Above the town we see "das Neue Schloss," or new castle, so called to distinguish it from the old one, on the top of the hill. The halls, judgment seat, and horrible dungeons in this castle, ought to be visited. Their appearance will freeze and chill the very life's blood of the spectator who looks on them for the first time, and reads in their iron rings, racks, knives, and instruments of torture, the awful punishment inflicted on the victims of man's barbarism and society's cruelty. Baden is also memorable as being the seat of the Secret Tribunal (Vehmgericht), similar to that described by Scott in Anne of Geierstein. The parish church is worth notice, chiefly as the burial-place of and containing many monuments to the Margraves of Baden.

English church service in Spital Kirche twice every Sunday.

Delightful excursions can be made from here to das Alte Schloss, an hour's walk; to Ebersteinburg; the Jagdhaus, or hunting-lodge, near the Lichen-thal, &c.;—from the first two are delightful views.

MANUFACTURER OF SCULPTURE IN BUCK-HORN AND IVOUY-CARVED WOOD, &c., Chs. Stuffer and binder, Place Leopold, No. 365, and at the Promenade, No. 4.

Conveyances. - Railway trains to Carlsrube, Heldelborg, Mannheim, and Frankfort. see pages 91 & 95; to Oos, see page 96; to Strasburg, Freiburg. & Basle, see page 94.

Baireuth or Beyreuth.-15,000-Hotels: SONNE and ANKER.

Formerly a royal residence. Its two palaces are now formed into public offices and barracks; in the one called Neue Schloss, there is a small collection of paintings and a large public garden. The town contains a bronze statue of Jean Paul Richter, a large cotton factory, and its environs are pretty, being in the vicinity of what is called Franconian Switzerland.

Conveyances. - Rallway to Noumarket, en route t Frankfort

Bamberg.-21,000-Stat.-Inns.-

BAMBERGER Hor, good; rather an antiquated old house.

Bamberg, on the Regnitz and the Ludwig canal. is a beautiful town. Junction of the Regnitz and the Maine effected here, thus joining the Baltic and the Black Sea. The chief objects of attraction are the cathedral, which is one of the finest in Germany; the Palace: the Pfarrkirche; the Rathaus, and the view from the ruined Castle of Altenberg, signated about a mile and a half from the town: this view is considered one of the finest in Franconia.

Conveyances .- Railway, see pages 132 and 133. For Diligences, page see 215.

Bremen. Stal. HOTEL:

HOTEL DE L'ECROPE, a first-class house, highly recommended.

Situated on the Weser, and containing in the city and suburbs upwards of 75,000 inhabitants. It is divided by the Weser into the old and new towns. The fortifications of the city having been destroyed, the ground on which they stood has been laid out as public gardens, in the English style, with running water, sheltered walks, &c. The principal buildings, besides its churches, are the City Hall, the Exchange, Museum, Theatre, and Hospital. Paintings at Mr. Albir's, and the Kunsthalic. Olbers and Heeron were born at Bremen. Bremen does an immense trace in tobacco, and has the largest eiger manufactories in the world; ship-building is carried on to a considerable extent, and there is a large trade between this important port and America, as well as with almost all parts of the globe. Rail to Hanover, seep. 101; Diligences, page 218.

Bruckenau, a fashionable resort on account of its chalybeate waters. It is situated about 17 miles nearly north of Kissengen.

#### Brunswick .- Stat .- HOTEL :-

HOTEL D'ANGLETERRE, an excellent house.

THE GERMAN HOTEL --First class for families and gentlemen, situated in the centre of the town.

Brunswick on the Ocker, 38,000 inhabitants, a town with clean streets, much picturesque architecture in the old buildings, and surrounded with walks and parks, beautifully laid out; the new palace is a neat edifice, built after the plan of Ottmer; the permission to inspect it costs two dollars!! and is not worth the money. The museum in the arsenal has the usual attractions, and is open every day excepting the last Sunday in the month. The cathedral, or the church of the Holy Blasius in the gothic-Norman style, was completed in the year 1194, by Heinrich der Löwe who lies buried here, as also his wife; the Duke of Brunswick, who was slain at the battle of Jena. The Duke, his son, who fell at Quatre Bras; and on the coffin of the Duke may still be seen the withered garland spread by his people on his bier; and the unfortunate wife of George IV., Caroline of Brunswick, also lie buried here. Near the church stands a large buried here. Near the church stands a large bronze lion, which Heinrich der Löwe (Henry the Lion) brought from Constantinople. In the promenades is the large and beautiful monument erected to the memory of the two Dukes of Brunswick, who fell at Jena and Quatre Bras. Before the gate Steinthor and Augustthor, is the monument of the valiant and unfortunate Schill. Who died in 1808. Very interesting is the lately restored Town Hall, Altstadtrathaus, and the fountain at the Altstadt Markit; also the Richmond Park before the Augustthor.

Conveyances.—Rallway trains to Schladen and Harsburg, and also to Wolfenbuttel, page 104.—To Hanover, Minden, pages 102, 102.—To Magdeburg, page 105.—To Magdeburg, Kothen, Halle, and Leipste, page 108.

Cannatadt, Slat. Horst.

Generated testinated on the fertile shores of the Recken constaining 4000 inhabitants, colebrated for the situation and the beauty of the situation

besides its salabrity. The Kursaal is very elegant, and distinguished for its freeco paintings: three quarters of an hour from Stattgardt, a pleasant walk through the Royal Fark, or 10 minutes by Railway. Travellers would do well not to remain in the unhealthy town of Stuttgardt, but continue their journey 10 minutes longer to Cannstadt, from which place they can visit every thing worth seeing. It is recommended to tourists on account of its mild climate during winter. It has an Institution for the cure of all distortions of the human frame.

Waters recommended for stomach complaints. Forbidden to salute here by lifting the hat.

English Physician-Dr. Buckhart.

CONVEYANCES .-- Railway, see page 130.

Carlarule. - Stat. -24,000. - Hotel :- Ers-PRINZ-good.

Capital of the Grand Duchy of Baden. Amongst the edifices are the l'alace, the Protestant and Catholic churches, built by Weinbrenner; the Palace of the Count Palatine of Baden, and the Polytechnic School, the latter in the architectural style of the middle centuries. Before the castle is a bronze statue of the deceased Grand Duke of Baden by Schwanthaler; a pyramid of red sandstone in the derior of the town points out the grave of the found and builder of the town. A poor gallery of paintings, open 10 to 12 and 2 to 4 daily. Botanic garden and promonades in l'alace Gardon, all open. Magnificent new theatre, amongst the finest in the world. the streets radiate from the palace. English Church service regularly performed in the Chapel of the Stiftung, adjoining the Mushiburg Gate. The Rev. Mr. Anderson, Pastor.

Conveyances — Railway trains to Heldelberg, Mannheim, and Frankfort, see page 95; to Baden, kell, Offenburg, Freiburg, Haltingen and Bale, see page 91. Railway to Landau, Pforzheim, Stattgardt, Wildbad, and Zweibrucken. Farc, 4 fl. 10 kr. The Post station adjoins the Railway.

### Cassel .- Stat .- 33,000-HOTEL :-

Is the capital of Lower Hesse, and seat of the Electorate. Divided into the Old Town, the Lower New Town, and the Upper New Town, and situated on the Fulda. Enjoys a fair manufacturing trade in linen, cloth, hats, and porcelain. His objects of attraction are rather few. In the Friedrich's Platz, one of the largest squares in Germany, is the Elector's Palace, a building devoid of any imposing effect, and far surpassed by very many of: the hotels inhabited by the bankers in Frankbork. Near it stands the Museum, one of the prefitest buildings in Cassel; and immediately to the rear are the Government Offices. A very fine view of the valley and windings of the Fulds, as also of the remote Mount Meisener, can be enjoyed from an open side of the square on the brow of the hill. In the middle of the square there is a statue of Frederick II., the founder and patron of the primalpal establishments and ectlections of art in Cassil.

Tur Museum is open dally; from 11 to 1: it contain

a library of 90,000 volumes, a cabinet of curiosities will worth attention, the collection of natural philosophy, and the picture gallery, in which are some valuable paintings, and much trash.

Fischer, intelligent English bookseller.

The THEATER is also worth notice. It was built by King Jerome Buonsparte. The famous gardens of Wilhelmshöhe, the Versailles of Germany; in them is the Elector's summer palace, about three or four miles from Cassel. The conservatories and fountains behind it are the highest in Europe, except that at Chatsworth. Wednesday and Sunday are the best days for a visit. Waterworks play at half-past two.

The Cascade of the Karlsburg is worth a visit. At the top is a colossal statue, over which falls, at intervals, a stream of water. The statue is led up to by a flight of stone steps 900 feet long. The hill can be ascended by means of a carriage road. On a sort of landing, half-way up the stairs, the Giant Enceladus, rudely carved, is represented in a horizontal position, a mountain of rocks covering his bosom. An eight-sided figure, 1,312 feet over the Fulda, topped by a pyramid supporting the colossal figure of Hercules (81 feet high) manufactured of beaten copper, surmounts the Chateau d'Eau: within the hollow of the club eight persons can be accommodated, and enjoy a very fine view of the surrounding country from a small window constructed therein. The Aquatic Staircase and Temple of the Winds employed 2000 men for fourteen years.

Lowenburg Foy Castle, met with in the descent, is worth notice. Its contents are—armour, belonging to the Great Condé; a curious collection of drinking glasses; some portraits of the Tudors and Stuaris, and a library of romances. The chapel contains the remains of the Elector who built it.

Conveyances.—Rathway, see pages 92 and 101; Diligences, see page 220.

Chemnitz. — Stat. -- Hotel :-- Romischer Kareer.

47 miles S. W. of Dresden; population 27,000. The most considerable manusacturing town in Saxony, producing hoslery which rivals that of England; the condition of the factory-people here is very superior to that in most other places, as they almost all possess freehold cottages, with gardens, which they cultivate themselves when the work at the looms happens to be slack; and they thus improve their means and recruit their health at the same time. Chemnitz is also famous for its meanufactures of machinery for spinning. Its ancient fortifications, having been levelled, afford agreeable promenades; outside the town is the former Schloss, once the residence of the Elector, but now an inn.

CONVEYANCES .- For Railway, see pages 125 & 126.

Coburg.—Stat.—Hotel. Hotel Godner Löwe.

Coburg, is the capital of a principality of the same name, situated on the river its or itself. The market-place is a fine square, and contains the government offices and town-house. Here is a substrated cacalemy, founded in 1897, also a castle, and a good theatre. Leopold, who married Princess (Charlots of England, and afterwards became King of Belgium; is a descendant of the Coburg finily, range from 8s. upwards.

Prince Albert, who married the Queen of England is of the same family. The inhabitants carry on some traffic in wool. Population 7000. 100 miles from Frankfort-on-the-Maine.

小腿, 硫酸甲酮 ...,

CONVEYANCES.—Rail to Eisenach, Lichtenfels, &c., see page 116.

Darmstadt.-Stat.-Hotel.-Darmstadter

Darmstadt, the dull capital of the grand duchy of flesse Darmstadt, and residence of the Grand Duke. Populatips. 22,000, principally Protestants. In the new town the streets are wide and regularly built. There is one good square, called the Louisenplatz, to which is a fine monument in memory of the last duke. The railway station is outside the Rheinthor. Museum of paintings and casino.

Conveyances.—Railway to Mayence, Frankfort, Mannheim and Heidelburg. See page 91.

DOMAUWORTH—Stat.—HOTEL, HOTEL KREES -a well-built town of Bayaria, scated on the north bank of the Danube, at the indux of the Wernitz; 25 miles from Augsbyrg; here is a bridge over the Danube. Population 3,000.

Converances.—For Railway, see page 123; Steamboats down the Danube to Ratisbon, and thence to Linz and Vienna.

Dresden-Stat. - (Map in Special Edition.) --

HOTEL ZUM KRONPRINZ,—Crown Prince Hotel, one of the best in Germany, and deservedly recommended.

Victoria Hotel.—This magnificent, first-rate, and highly recommended house, is kept by Mr. Edward Dremel, son of the well-known Mr. Dremel of the Grand Monarque Hotel, at Aix-la-Chapelle,

HOTEL DE SAXE, a first class Hotel, very highly spoken of.

HOTEL DE EFILE VUE.—A first-class Hotel for families and gentlemen, admirably conducted sud highly recommeded.

Capital of the kingdom of Saxony, celebrated on account of its charming environs and the extraordinary richness of its works of art; situated on both shores of the Elbe, which are unlied by a beautiful bridge, 552 yards long; 90,000 inhabitants. The terminus of the Leipsic and Presden Ratiway is in the Nenstadt, on the right bank of the Elbe. Trains to Leipsic five times a-day (see page 111). Fiacres and omnibuses convey passengers to all parts of the town, for 10 and 5 neu groschen.—By way of Ostend and Cologue, Dresden may be reached in 60½ hours. The traveller should, by all means, whit The Saxon Switzerland. There is a railroad to Konigstein, from whome he may visit that fortress, and take a bost down the river to the Bastel, a most delightful place.

Exquisitely finished ministures for brooches, bracelets, or pictures are taken here for moderate prices; also, copies on enamel of the calculation pictures in the gallery.

The prices of these Latter process from fig. reported.

Electric telegraph in operation between Dresden. Belgium, France, Vienna, Hetlin, Breslau.

English Divine Service—Sunday at 11 & 3 o'clock Roman Catholic Church—Musical Mass—Saturday, at 4 afternoon; Sunday, at 11 in the morning, Protestant Churches.—Divine Service.—Sunday, at 9 and 10 in the morning.

Picture Gallery... Admission free on Tuesdays, Wednesdays, and Thursdays, from 10 till 4; on other days, payment is required. French catalogues, at 30 groschen, to be had at the doors

The Green Vaulta, engravings, China Collection and Armoury, are to be seen only by tickers at 2 thalers, and good for six pursons.

The Royal Library, admission free, open daily for public use till 1 o'clock,

Royal Opera or Theatre daily. Doors open at 5, performances commence at 6 o'clock.

Eisenach .- Stat .- HoreL

HOTEL HALBE MOND—good. A well-built town on the Nesse, 40 miles west of Weimar, and 26 west of Erfurt, with which places, as well as Halle, &c., it is connected by railway (see page 103). It has about 10,000% inhabitants, chiefly engaged in woollen manufactures. It contains five churches, a gymnasium, and a library.

#### Ems.-Hotels:-

HOTEL DES QUATRE SAISONS, opposite the Kurssaal-A first-class Hotel for families and gentlemen. The exchange office of Messrs Huya & Balzer is in this hotel.

This fashionable watering place is very prottily situated on the two banks of the Lahn, between rather lotty hills. The town has been much improved during the last few years. The Kurhans is a splendid establishment; and the promenade in front, crowded with visitors of all nailons. The Kursaal is open at all times gratuitously to strangers.

The waters of Ems are taken in the morning before breakfast and after dinner, and are considered peculiarly efficacious in complaints of females. The season begins in May, and lasts till it middle of September.

the mans of spreamer. Excussions.—1. Up the Baderlei, to the Schweitzer Haus a Café. 2. To the Forsthaus. 3. To the Lindenbach Valley. 4. To the Castle of Sporkenberg. 5. To Baldinstein; or a visit to the castles of Nassau, higher up the Lahn Valley.

Conveyances.—Rail to Labratein, see page 88. Steamers thence up and down the Rhine. Diffgence to Nassau, Schwalback, Wiesbaden, &c.

Erlangen. -Stat. -- INNS .--

GOLDEMER SCHWAM.

Erlangen, University town, on the Regnitz.

10,000 inhabitants. Celebrated for its beer. Halfan hour's ride, by railway, from Nurembers, see
page 132.

Reslingen or Esslingen,—Stat.—Iraes Horn, Khons,

CASTOTE OF ATTRACTION.—The celebrated Dreyden Gallery f the Grüne Gewölbe, or Green Vaults,
a collection of precious stones, gold and silver ornaments, and articles of vertu, valued at several
millions sterling; the Frauen Kirche, with a
beautiful dome, attar, and organ; Catholic church,
Bynagogue; Zwinger and Japanese Falaces, and
Bruhl Terrace, where there is a most excellent
coffee-house; Armoury, said to be the most complote and curlous in Europe; Academy of Arts,
Catholic church-yard, Bath of Link (tea-gardens),
Museum of China Work; good opera, flower
markel, &c. Valet do Place necessary, fee 1 th. per
day, (3s.) "Dresden Anzeiger" gives daily list of
places open.

BRITISH ENVOY-Hon. Mr. Forbes. CHAPLAIN-Rev. C. Lindsay.

PHYSICIANS. -- Dr. F. Elb, 30, Waltenhaus Strausse. Dr. Bernhard Hirschel, 7 Johannisstrasse. P. Pincoffs, M.D. &c., late civil Physician to the Scutari Hospitat.

Jeweller.-M. Elimeyer. See advertisement.

Banker and Exchange Office.—Mr. P. Elimeyer gives the best exchange, and we recommend English travellers to his office, No. 7, Wilsdrafergasse, with every confidence.

CONVEYANCES.—Railway to Burxdorf, Herzberg, and Berlin, page 113.—To Zittau & Gorlitz, p. 128.
—ELLWAGEN to Marienburg, &c. See page 223. Steamers ascend the Elbe to Leutmeritz, (whence there is a Railway to Prague) passing through the Saxon Switzerland. Railway from Dreaden to

Prague. See page 138.

The easiest and most profitable way of visiting Saxon Switzerland, particularly for those who cannot devote much time to it, is, to set out from Dresden in the morning by Railway, with a ticket for the station "Potscha," there to leave the train, cross the river Elbe to Weblen, ascend to the Bastel rock and go on as far as the little town of Schandau, and sleep there. The next day the traveller goes by the Kuhstall, the Winterberg, and the Prebischthor, to Herniakretschen, where he meets the steamer for Dresden at 5 o'clock, and reaches that city at 8 in the evening.

Cass are stationed in a great many public places.

Fares, 6 groschen for half an hour.

Carriages with 2 horses—charge, 4 thaiers a whole day, 3 thaiers half a day, and 20 groschen one hour. Steamers go up the river to Saxon-Switzerland at 6, 9, and 2 o'clock. Coming down the river to Dresden, they leave Aussig at 10, Tetschen at 12 noon, and 4 p.m., and Herniskretschen at 11 in the morning, and 3 o'clock evening. Pillnits at 33, 72 and 63 evening.

Railway travellers coming down from Prague will well to leave the railway at Aussig, and to go at this place on the steamer, the triffing sacrifice of time being richly repaid by the charming beauty of the seenery brought before the eves of the traveller

on the river.

Pear Orrice.—All letters posted before 3 o'clock in the afternoon, will be forwarded the same day. Daily post of letters from England, France, Russia. Delivery of letters after arrival of respective tradition. Lattication aft from London commonly takes 8 days. TIM.

Emilingen, on the Neckar; cotton and hardware manufacturing town, with 6,500 inhabitants. Fine view from the old castle. Here is the establishment MDr. Stummel for the cure of nervous affections. In the neighbourhood, on the Rothenberg, is mituated the Russian chapel; important on account of the statues of the Four Evangelists, by Danmacker and Thorwaldsen.

Converances.-Railway to Ulm, Friedrichshafen, Stuttgart, and Heilbronn, see page 130.

Frankfort-on-the-Maine-Stat. - (with Map in Special Edition) .- Hotels: -

Union Hotel, formerly Weldenbusch, well known, excellent, and reasonable family hotel. Mr. Mevi, Proprietor.

LANDSBERG HOTEL, an oll established, spacious, and particularly comfortable house; an extremely liberal Table d'Hote; choice wines, and good attendance.

RHEINISCHER HOF, RHINE HOTEL, Bear the Rail-

way Station. Mr. W. Schaefer, proprietor.

HOTEL DE RUSSIE, one of the best in Europe, conducted by Mr. Reid, well known to English travellers for his obliging civility and attention.

THE ROMAN EMPEROR, an hotel of European celebrity, much frequented by European travellers, reputed for its elegant accommodation, comfort, and attention. Messrs. Lohr and Alten, proprietors.

Frankfort is one of the noblest cities in Germany, connected with high recollections, and doing honour by its fame to the spirit of commerce. It has always been a striking object to the traveller, and it has been greatly improved and embellished. Its shops, streets, and public buildings, all exhibit the progress of industry, activity, and invention. Frankfort is one of the liveliest and pleasantest of continental residences. It is a free town, with 70,000 inhabitants, and seat of the German Diet. Promenades extensive and fine, suburbs fine; there is a good casino or club, also a good post-office. Amid a great variety of objects to interest the traveller in this place may be mentioned as worthy of inspection the Hotel de Ville (Roemer). It is a building of the 15th cen-tury, less remarkable for its architectural appearance than for its historical note. Here is the Electors' room, at present the Hall of the Senate, where the effectors or their deputies used to assemble; the Kaisersaal, with the portraits of all the Emperors, from Conrad L to Francis II. In it is also preserved the relic known as the Golden Bull. There are several paintings in the Hall which has been redecorated in the aucient style. On the end wall is the Judgement of Solomon, by Steinbe. The Kaisersaul is open to the public on Mondays and Wednesdays, from 10 am. to 1 pm. The Domkirche or Cathedral, is remarkable for its antiquity; also, as having been the place where, for many years, the Emperors of Germany were crowned. It is considered the last specimen of the sacient German architecture. The town library, with more than 60,000 volumes, is open every Tuesday and Thursday, from 10 to 12, Mondays, Wednesdays, and Fridays, from 2 to 4 o'clock, a gallery of paintings, with more than 900 original

pictures, is open on Tuesdays and Thursdays, from 11 to 12 o'clock; the stadel Museum of Paintings, open daily, (except Saturdays) from 10 to 1; the natural history museum, open every Wednesday, from 2 to 4 o'clock, on Fridays, from 11 to1; the Bethmann museum, with Danneker's Ariadne, open daily from 11 to 1 o'clock; the monuments of Goethe, and Goethenburg are in the Hop Market; the new cemetery, with several beautiful monuments; the Mainlust, with a beautiful distant prospect. Goethe and Luther were born here, the former in the house marked F. No. 74 in the Hirschgraben. On the front is his father's coat of arms, bearing the poetical devices of three lyres. In the Alte facing the theatre, stand a statue to his memory, executed by Schwanthalar, of Munich. The figure and pedestal are of bronze. A latin inscription and his bust mark the house in which Luther resided in the Domplatz. The inscription is as follows:- "In silentio et spe erit fortidudo vestra"-" Silence and hope shall be your strength." Farnkfort is also distinguished as being the birthplace of the Rothschild family. The Taunus Mountains can be reached by railway as far as Höchst and Soden, a mineral spa; thence by carriage to Königstein, a ruined fortress of great extent and interest. A fine view of Frankfort and the surrounding country may be obtained from the hilly spot called Hainerweg, on which also the ex-tensive cellars of Mesara. Feist Brothers and Sons, have been excavated deep in the rocks for their sparkling wines. They are well worth visiting. Apply at their office, 40, New Mainzer Street.

Ellwagen (office Zeil, next to the post-office and Hotel de Russie).

As ministers from Great Britain, America, and most of the European states reside in Frankfort, travellers proceeding to Italy or Austria should have their passports signed. Two large fairs are held here, in spring and autumn, when merchandise is brought from all parts of Europe.

Excellent cabs, moderate. Staghorn Cameos, fine and moderate. Good baths, 45, J. Main Kay.

BRITISH CONSUL, BANKER, AND WINE MER-CHANT .- Mr. Koch, near the Hotel d'Angleterre.

United States Consul-General - Sairuel Ricker, Esq., 41, Hochstrasse.

ENGLISH CHAPLAIN.—Rev. H. E. Cruttwell, M.A.

Physicians.—Dr. Funche, Physician to Her Majesty's Mission. Dr. Coar, Philadelphia, 219, Rue de Frankfort, Borkenheim, Frankfort.

English and Foreign Boorsellers.-- C. Jugel, Depot for Bradshaw's Guides, and M.L.St.Goar, Zell.

CONVEYANCES.—Railway trains to Dermstadt, Mannheim, Heidelberg, Carlsrube, Baden, Strasburg, Freiburg, and Basie, see pages 24 and 95.—To Castel, Biebrich, and Wiesbeden, page 90.—To Wiesbaden and Radesheim, page 92.—To Offenbech, page 93. Railway to Aschaffenburg, Wurtsburg, Augsburg, and Munich, page 128.

Omnibita information see wage 98.

# GERMANY.

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# Freiburg .- Stat. -14,000 .- Horels:-

HOTEL D'ALLEMAGNE. An excellent house, and the landlord speaks English.

ZAHRINGHER HOF; very good, nearest the cathedral and railway station; landlord, Mr. Sommer

The ancient capital of the Breisgau, situated on the Triesan, at the entrance into the Höllenthal. The minster is worth seeing, a large gothic church; it was begun under Conrad III., of Zahringen, 1122 to 1152; the beautiful tower is 380 feet high. The university, with its collection; the company's hall; the St. Ludwig's church. In the neigh-bourhood: the Schlossberg, Alt Breisch, the Glacis, the coffee-house on the top; the Carthusian monastry, Bad-Pfersich, Allec-graten, Renngarf, the small castle. There is a very fine view from a hill, a quarter of an hour's walk behind the cathedral.

DIVINE SERVICE is performed twice every Sunday by an English clergyman.

Conveyances. - For Railway, see pages 94 and 95: Diligences, see page 226.

#### Friedrichshafen. -Stat.-HOTEL:-

HOTEL NESTLE, a very excellent house.

A small town on the Lake of Constance, with a free port and royal pleasure-house. This is a Port for the steamers plying upon the lake. See alphabetical list.

For Railway to Ulm. &c., see page 130.

# Purth,-Sta'.-28,000.-INN:-

CROWS PRINCE OF PRUSSIA.

A flourishing manufacturing town of Bavaria, utnated on the Pegnitz at its confluence with the Rednits. It is the seat of extensive manufactures, and owes its prosperity to the Jews, who founded it in opposition to Nuremberg, in which place they were prevented from settling. The manu-lactures are what may be termed "Birmingham ware," being principally buttons, medals, pipes, mairrors, trinkets, &c. The Jews have a college, a court of justice, schools, synagogues, printing was from this place to Nuremberg.

CONVEYANCES .- Railway to Nuremberg, &c. see p.age 184.

Giessén,-Stat.-8,000.

HOTEL :- RAPPE, good.

A fortified town and capital of Upper-Hesse, beautifully situated on the Lahn. It possesses a University of considerable celebrity. Liebig, the colebrated chemist is a professor here.

CONVEYANCES.—Railway to Frankfort, Neustadt, Cassel, &c. see page 92.

Goppingen.—Stat.—5,300.

HOTEL:—APOSTEL; comfortable.
A they'ving town of Suabla in the kingdom of patientheys, situated on the Vila. It possesses a policy useful acture, and at a short distance from Acres is the celebrated medicinal spring of Boll;

CONVEYANCES.—Railway to Stutigart. Helibroun. Bruchsal, Friedrichshafen, &c. see page 130.

Gotha.-15,000-Stat.-Hotel.-

HOTEL DER MOHR: best.

Good Restaurant at the Station.

This town is built on an eminence, at the foot of which flows the Sale. The Lutheran is the prevalent religion. The town contains a ducal residence, a great number of ancient buildings, the principal of which is the Castle. The Museum contains 150,000 volumes and many valuable manuscripts, one of the best cabinets of coins in Europe, a fine numismatic library, an Oriental museum, a museum of curiosities of nature and art, and a gallery of paintings, rich in the productions of the old German school. The semi-nary for teachers is the oldest in Germany. There is also a gymnasium, and considerable ma-nufactures and commerce. Pretty environs. Celebrated Almanach de Gotha published here.

Conveyances .- Railway trains to Eisenach, Erfurt, Weimar, Merseburg, Halle, Magdeburg, Leipsic, and Berlin, see pages 117 and 130.

# Gottingen .- Stat .- HOTELS :-

HOTEL KRONE; best, but none very good,

Gottingen, situated on the Leine, distant from Cassel about 38 miles. The University is the chief point of attraction. It is conveniently situated for visiting the Hartz mountains. Many shops for books and pipes, for the students, who duel daily.

For Railway, see page 101.

#### Hamburg.-Stat .- (Map in Special Edition.)

HOTEL CROWN PRINCE .- Zum Kronpring, on the Jungfernsteig, good, quiet and comfortable.

THE ENGLISH HOTEL, Admiralty Strasse, good accommodation and English comfort at reasonable prices, the landlord particularly obliging.

HOTEL DE L'EUROPE, an immense German house on the Alster basin.

Hamburg, a free imperial city of Germany, in Lower Saxony, on the north bank of the river Elbe, about 70 miles from its mouth, consisting of the old and new town, both nearly equal in size. The population of the city is 160,000; but it covers a much greater space of ground than most other cities, in consequence of its numerous gardens. The large sheet of water called Alster Basin, and the most, occupy a considerable space. After the great fire in 1842, which destroyed 61 streets and 1747 houses, was built the most magnificent part tion nouses, was built the most magnificent, part of this truly elegant city. The business politics of it is commercially grand. The grand proshbunds is on the well, before Damthor Care and March Mall—the last of which, News-treet, is the Bigingsstreet of Hamburg, and the shops as magnificant as any in London. The established religion is Lutherant; but all denominations are tolerated. Words of \$1,000 Jews reside here. The tower of the Church of \$1,000 Jews reside here. The tower of the Church of \$1,000 Jews reside here. The tower of the Church of \$1,000 Jews reside here. The top there is a magnificent view. The \$1,000 Jews of the Resident of pure Gothic now building, in stone and white brick. Mr. Geo. Gilbert Scott A.R. A., architect. The opera-house is large, capable of accommodating 4000 persons. The sittings of the Senate are now held in the Orphan Asylum. The Exchange here is a splendid building; and at its height surpasses all others. To hear the incessant hum of some 4000 voices, and to look down upon them from the gallery above, one would imagine that it were a roaring sea he heard.

The woods at Friederichsruhe are much frequented for pic-nics.

The environs of Hamburg are very beautiful, particularly on the right shore of the Elbe, from Altona to Blankensee. Near to Altona lies the suburb Ottensen, where is to be seen the tomb of Klopstock, and the monument erected to the memory of 1138 Hamburghers, who were starved to death by Davoust in the winters of 1813 and 1814. Near to Flottbeck, on the Elbe, five miles from Hamburg, lies Booth's flower-garden-one of the most beautiful in Germany. The places most frequented are Elbhohe, with a beautiful prospect, and the Esplanade, situated in the town itself; and Eppendorf, Flottbeck, Eimsbuttel, Ham, and Horn, all about half a German mile from the town. more distant places of resort are Baner's Park, near Blankensee, the Ererlande and Helgeland, and the flower, fruit, and kitchen-gardens of Hamburg. Extensive and liberal "Krankenhaus," or (infirmary.) Tea Gardens, the best are those of Andreas Brunnen; and Ranivelles in Altona. Gates There is a fine levied from which a considerable revenue is derived, upon all persons entering the city after 9 p.m., it increases up till midnight.

CHURCH SERVICE.—The Episcopal Church, Rev. Mr. Viedeman. The English Reformed Church (Congregational) Rev. James Smith M.A. on the Johannisbolwerk, (the Pler).

Travellers from England about to visit this place, will find the port of Hull very convenient to embark from, the distance being 462 miles, 70 miles of which are up the Elbe.

CONVEYANCES.—Railway, see pages 106 and 107. Diligences, see page 228. Steamers, see page 191. By way of Rotterdam or Ostend and Dover, London may now be reached daily in the same time as per Steamer direct.

participants to Bremen and Vegesack in councetion with steamers to Oldenburg and Bremerhafen; to Bysmen, Oldenburg, Aurich, Leer, Emden, and Morden (Norderney) three times daily at 7.30 a.m.; 5.30 and 7.15 p.m.; earls from the Hotel 6e Brandenburg. No. 25, Paulstrasse, and No. 17, Ganse Marker: Druskies 8d. per course, is. 6d. per hour Haman .- Stat .-- 14,000.

HOTEL: -- ZUM ALDER.

A fortified town of Resse-Cassel, situated on the Kintzig, near its conflux with the Maine, and in the centre of a fertile country. It is divided into the old and new town; in the former there is a magnificent easile. There are manufactures of stockings, w.olens, and tobacco here, and a trade in timber, corn, and iron.

Conveyances.—Railway to Frankfort, Bamberg Nurnberg, Augsberg, Munich, &c. see page 132.

#### Hanover .- Stat. Horels:-

HOTEL ROYAL, a first-rate capital house, immediately opposite the general railway station, and open all night.

The Union Horax, a comfortable house near the railway station.

BEITISH HOTEL, in the centre of the town is a first-rate hotel, and highly spoken of

VICTORIA HOTEL.—A short distance from the railway station, facing the Theatre and Promenade, is well conducted, quiet, comfortable, and reasonable,

'Hanover, on the Leine; residence of the King of Hanover; has 56,000 inhabitants. It is a fine specimen of an old German town, with its quaint architecture. The modern part of it near the railway station has very much increased in beauty. There is a splendid Theatre, and the performances are reputed as being equal to, if not the best, in Germany. The best streets are the George, Frederick, and Adolphstreets. The old royal palace, outwardly pretty, has its interior adorned in a moderately sumptuous manner; the Rittersaal in this palace contains & large collection of family portraits, amongst which, the most remarkable is that of Elizabeth, Quren of Bohamia. The old gothic Town-hall is perhaps the most remarkable building in the city; and the-Kaserne (Barracks) the Industrial School, the Royal Riding School, and the Harstall (Royal Stables). are all worthy of inspection. Leibnitz's house is in the Schmiedegrasse, and there is likewise a monument to his memory in Hanover. The Schloss kirche is the prettiest in the town ; it contains relies which were brought from Italy by Heinrich der Lilwe. Herschel, the astronomer, was born here; he was originally a musician in the military service. In the neighbourhood is the Lindenberg, with a beautiful prospect. The establishment containing the royal stud (admission to which is free) is well worth? a visit. Hanover may be reached from London, by way of Rotterdam, Dover, Ostend, and Cologna, in 37 hours.

ENGLISH CHAPLAIN, Rev. Mr. Wilkinson. Diving Service in the chapel opposite the Royal Palace, on Sundays, at 11 a.m.

CONVEYANCES.—Railway Trains to Minden Hamm, Dortmund, Dusseldorf, and Cologne.—To Brunswick, Magdedurg, Kothen, Halle, and Leipsie.—To Brunswick, Magdeburg and Berlin.—To Gottingen, see pages 100 to 163.

MACADINE Stat -HOTHL BRAUMSCHWEIGER

Road Restaurant at the Station

English miles from framswick, one of the favoured points for the commencement of a the ferry-on-the-Burg berg, a beautiful ruin, with a straight prospect and good accommodation, the Cont takes a good half hour.

For Railway, see page 104

# **Elektolberg.**—Stat — Horsts —

Fullyn's Private Family Hotel is most respectand deservedly recommended.

Horne Paince Charles first rate and excellent ad close to the castle Landlord, Mr Seb Frank

MOTET DE HOLLANDE & very comfortable and highly respectable hotel, beautifully situited on the banks of the Neckar, quiet and moderate. Mr lighty proprietor

Horry Arben (or lager) in the grand place, emporite the castle Descreedly recommended f r excellent situation comfort and miderate

sharzes M: Lehr proprietor

On the Yeckar, is an old and cheerful looking town, of 16,000 inhabitants, an is pleasant place of sojourn tora time in summer. The picturesque noble ruins of the castle, one of the most interesting ob lects in Rhenish Germany, formerly the residence of the Electors Palatine (cupy the hill behind the town In a cellar under the castle may be seen the calebrated "Tun of Heidelberg, the largest wine sank in the world. The University is attended by about 500 students, who we in fines exps to dis tinguish then clubs an lare mu h given to duelling and drinking beer which is good here the view from the castle is very fine, and there are charming premenades The environs are a perfect garden, producing abundance of grain and truit

English Chaptain -Roy. Frederick I ord, M A EMOLISH PHYSICIAN -D: J Jones member of

the Royal College of Physicians and Fellow of the Royal College of Surgeons of London

Covveyances. - Railway to ( arisi uheand Baden. page 94, to Darmstadt and Frankfort see page 91. and steamers ascend the Neckar daily to Hellbronn

Heilbronn,-Stat -- Hotels -- Falke very

situated on the Veckar, with 11,000 inhabitants If iormerly had the privileges of a nec city, given by the Laperor Barbaross, was a frontier town and place of commerce

Public ATTRACTIONS -The Church and Gothic ever of St. Killian remarkable for its architecture in the Byzantine style In its archives are preand the letters of Francis of Sickingen, and the of Bertiebungen. The tower in which the by was imprisoned the covered bridge, the intentiary, great ountain of limpid water, the identiary, great outsian or maps of the town, the full promonade before the gates of the town, Rathbaus, an ancient adifice with a curious the state and manel buils, at a s, several imperial charters and papel buils, are Morthy special notice. A very good trade in

brandy, off, and smaff Paper and polishing mill are carried on at Hellbronn, which also beasts of very healthy chroate 3 miles from Hellbronn stand the ruined castle of Winsberg, called Welbertzene

CONVEYANCES.-Railway to Stutte and Ulm. see page 130 Omnibuses to Nordlingen and Wurzburg 1 or Steamers are page 192

Hof.—Stat — H ret Hresch, good — This tewn contains about 8000 inhabitants — It was entirely destroyed by fire, but rebuilt in 1823 From here the road continues for twelve miles to Kirchenhamitz and ten miles further is the friendly town of Wunsiedel, the birth-place of the celebrated Jean Paul Near this town are the Fichtel Mountains, on which is situated Alexan leabad From Hof there are enlw upons (lill, onces) twice a day to trinzensbrunn, Carlabad &c , giving ready access to all the celebrated Boheman springs of Poeplitz. Marienbul &c

Conveyances - Railway trains to Netenmarkt, Culmbach, Lichtenfels, Bamberg Nuremberg D :nauworth, Augsburg and Munich, pages 132 and 133 -To /wicken and I cipsic, pages 125, 126

Homburg. - Stat -4000-Hotel -

HOTEL DE HASSF - A first rate hotel for families and gentlemen-highly recommen led

HOTFL IMPERIAL -An excellent first class hotel

About nine miles from Frankfort, the view of the Launus mountains is the chief attraction in point of scenery, and the kursaal for amuse nents' in the Schloss are portruts &c , of several members of the royal family of Ingland, Princess Fliza beth a spartments rom un un haturbed since her decease We refer with confidence those who really deare to become acquainted with the resources and virtues of these justly celebrated waters, to the "Observations on the Mineral Waters of Homburg, by F H Lrytherch M D, &c &c , who is the authorised English re sident physician The third edition of this work is now published and may be had of Mi John Churchill, Prince s street Soho, London, Louis Schick, Homburg, or through them of the principal continental booksellers, \$140, 'Homburg and its Mineral Waters, by Dr Fdwin Lee, just published The Conversation House is a magnificent building with splen iid saloon for musical assemblies, gambling and Dinners The gardens adjoining are extensive and well laid out

ENGLISH CHAPLAIN -- RLY J Butler

Conveyances - Omnibuses correspond with the trains to and nom brankfort almost every hour. For railway, and Omnibuses see page 92

Insolutade .- 6000 -- Horez Muncuan Hor.

A fertified town of Bavaria on the Danube and the principal place between Donauworth and Ratisthe new fortifications are very fine.

Kissingen. -- Hotels --

Schlaffers Famer Hotel, good and well situ-

Table d'hote at 1 o'clock-1 florin a head. Kissingen in Bavaria, a much-frequented watering-place, dull, and consequently quiet place-the visitors in 1850 amounting to upwards of 4.000, including a great number of English families. Band of Music; news-room and library. Evaporators for increasing the strength of the water from 24 to 174 per cent. without fire.

ENGLISH PHYSICIAN.—Dr. Granville. SEASON: May to August.

CONVEYANCES .- Diligence to Schweinfurt, on the road to Frankfort. Steamers on the Main from Frankfort as far as Gemunden, thence by diligence or omnibus.

Krimmitzachan - Stat -- on the Pleisse. a manufacturing town, with 3,800 inhabitants; has a church with remarkable altar painting.

Langen Schwalbach. -- Hotel. -- NASSAU Hor.—The tourist is recommended not to leave Germany without visiting this beautiful spot; both the invalid and the pleasure seeker will find it a delightful residence.

English Church Service, twice every Sunday. For Diligences, see page 238.

Leipsic,-60,000-Stat.-Hotels:-HOTEL DE POLOGNE, Hainstrasse-charges moderate. The "Times" newspaper taken in.

The Leipsic terminus is between the Halle and Grimma Gates. Leipsic is of great historical note and commercial celebrity It has no particular attractions, except at the fair-time, when it is very lively, and strangers are to be found there from all parts of the world, and when hotels charge double. The number of visitors amounts generally to more than 50,000, and the marketwares to 80,000,000 dollars yearly. Leipsic is the centre of the German book-trade: has 120 depôts, 14 steam-presses, and above 200 handpresses : Booksellers' Exchange, University, founded 1409, containing three colleges, viz., the Augusteum, the Panlinum, with the museum of natural history and anatomy, and the Fürsten Collegium; the town library, with a collection of eastern manuscripts; pictures in the Stadtliche museum; the St. Nicolas' church; the large market-place, where is situated the Town-hall and the so-called King's-hall (Konig's-haus): in the latter lived Napoleon, during the battle near Leipsic, and General Field-marshal Schwarzenberg died in it: near it is Auerbach's keller (cellar), celebrated on account of Goethe's Faust,-there is now a good ordinary init. The post-office; the Sternwarte (Observatory), on the Pleissenburg ; Gerhard's garden. in which is placed the monument of Poniatowsky Gellert's grave, in the Friedhof; the Rosenthal (park); and round about the town, many public gardens, are all well worth seeing.

The traveller should not omit to ascend the tower of the Pleisenburg, whence a magnificent view of the city and country is obtained, including the whole of the field of the celebrated battle.

Convergnces.—See pages 118, 114, 117, 125, and 127.

Lemnkirch, a most remantic town, distance about 10 hours from Schaffhausen, and 144 hours from Constance.

Lubeck -Hotels:-Stadt Hamburg, the most comfortable.

Lubeck.-Stat .- The visitor to Hamburg should by no means miss spending a day at Lubeck, it is one of the oldest and most interesting towns in Northern Europe. It is of considerable commercial importance, having Steamers weekly to St. Petersburg It bears unmistakeable marks of its former grandeur in the handsome citizens houses, the fine old Rathhaus, and the noble specimens of Gothic brick architecture in its Cathedral and Marine-Kirche. One of the three Hanse towns 27,000 inhabitants, is situated on a ridge between the rivers Trave and Wackenitz, by whose waters it is completely surrounded. The enormous size of its ramparts bears witness to its former importance; they are planted with trees, and The quaint serve as drives and promenades. architecture of its buildings also tell of the magnificence of its olden days; among these the Cathedral is remarkable for its wood-carvings and paintings, some of which are highly prized as specimens of ancient art. The Marienkirche is also well worth seeing. Sir Godfrey Kneller and the brothers Vari Ostade were born in Lubeck, where their houses are still shown. In the Rathhaus is the famous and beautiful Hall of the Hansa. in which the deputies from 85 cities used to meet and hold council together on the affairs of the Confederation. The Holstein-gate is a peculiar specimen of old fortification; the Burg-gate is also a very singular building.

OBJECTS OF ATTRACTION .- Gates. - The Helstein gate is a fine specimen of Norman brick architecture with its heavy towers. The Burg-gute, built at a later period, is a beautiful example of med eval. Cathedral.-Notice the ornamental work of the gateway, the wood work of the altar screen. the curious clock, and above all, Hans Hemlings fine triptich of the crucifixion, &c The Marine-Kirche is a very interesting specimen of pointed Gothic. Notice Overbeck s paintings; the Dance of Death;" the wood-carving in two of the chapels, and the clock. Rathhaus .- The exterior very interesting as showing what may be done in brick; the bronze work on the outer door, and the reats very quaint; the wood-carving on the council-chamber door, (inside) very fine. The visitor, if only staving a few hou s in Lubeck, will find the Keller under the Rathhaus a place that Caltermole would love to paint, he can obtain a good dinner, and he will and a great variety of good wine to choose from

at very moderate prices.

The visitor should not neglect seeing the interesting wood-carving in the house, No. 800, Brefte. Structo.

CONVEYANCES.—Steamers, see p. 199. Railway to Buchen, see page 107. Diligences to Kiel, 49 Engli miles; to Hamburg; 38 English miles. From Wis-mar (40 English miles east of Lubeck) is a steamer direct to Stockholm, average passage about 106 tours. Fares, Chief Cabin, 40 ds. banco. Distanté from Lubeck to Straigned, about 110 English m.

Munich—Stat.—(with Map in Special Edition).
The Foils Seasons Horel, a new first class hotel, situated in Maximilian Stresse.

HOTEL DE BAVIERE.—This first-rate and supeflor Hotel has recently been newly turnland throughout, and will be found deserving our highest recommendation.

5' French Resturant, Promenade Street.—Diner and breakfasts at all hours of the day.

Munich (Munchen, German) on the Isar, with its suburbs, has more than 115,000 inhabitants and is one of the most beautiful towns in Germany. The most important churches are, the Frauen-kirche, or eathedral, built of bricks, in 1488; the Jesuit church. a beautiful structure in the Italian style, with the tomb of Prince Eugene Beauharnols, by Thorwaldson -on each Sunday is to be heard classical music; the St. Peter's Church, the oldest in Munich . the Theatiner kirche, in the cumbersome Italian style, with the vault of the royal family; the Ludwig's kirche, completed 1842; the All Saints' chapel, in the royal palace; the Mariabilf kirche, in the suburb, in pure gothic style, with nineteen beautially painted glass windows; the Basilica of Holy Bonnace, in the Carlstrasse, without exception the most beautiful church in Germany, in the Byzantine style,-the frescoes which adorn the interior undoubtedly surpass in beauty and richness all other works of living artists. The Royal Palace consists of two parts, the old and new, a beautiful edifice, after the model of the Pitti-palace in Florence It is tasteful and beautiful, open on certain days to the public, by tickets obtained previously, in the morning, at the palace. It is rich in fresco paintings. The glyptotheck, a sculpture gallery, is a very noble and classical building; admission gratis, on most days of the week, from 10 to 2, and from 2 to 4; but the particular days of admission to this and the other galleries in Munich are frequently varied, and the traveller should refer to the small daily German newspaper, called the "Taglicher Anzeiger," for all particulars relating to public exhibitions and amusements at Munich. When the king is not in town the gallery is only open on the Wednesday and Saturday. This museum is one of the richest and most beautiful of the kind in Germany. The two galleries of paintings called the Pinacothek, one containing old paintings, the other devoted to modern works, are some of the finest collections in Europe. Adamusion to these is tree, and generally open during the week, excepting Saturdays and Sundays, or for hour on Sunday s; but as changes are frequently made in the days and times, refer to the daily paper before alluded to, the "Taglicher Anzeiger." The collection of painted glass, formerly belonging to Mesars. Boiserie and Bertran, is now in the Pinacothek. The Erzgiesserei or Bronze Foundry, and the Colossal Statue of Bavaria, one half mile from the Kosel Thor, are worth seeing. The statue of Bavaria, with the accompanying high Liton, is of copper, and upwards of 60 feet, standing on a pecestal of marble 40 feet high. There is a spiral staircase leading to the top: the head will hold eight persons, and there are holes to enable them to view the surrounding country. It is erected on a hill, with a very elegant building and colonade

behind, called the Hall of the Heroes, admission, 12 kr. each. An engraving may be obtained on the spot from the Custodian for 24 kg.

The Jesuits' college, with the cabinet of coins and the natural history museum; the royal library, a superb edifice, in the Ludwigstrasse, with room enough to hold two millions of volumest and in richness the second in the word; the reading-room is open Monday, Wednesday, and Friday, from 8 to 1 o'clock. The university, a new building, in the Ludwigstrasse, has also a good library, consisting of 500,000 volumes, the largest after Paris; the Isarthor, newly renovated by King Ludwig, and adorned with beautiful frescon. The Odeon, a beautiful building allotted to masical solress. In the story underneath is the Hereary Verein, in which the stranger finds a rich collection of newspapers, and the charge of admission for a whole month is only I florin.

English Church Service, twice every Sunday, at the English Ambassadors residence.

HIRED SERVANTS (valet de place) are, to the stranger visiting Munich, indispensable; the charge for a day's hire is from 3 to 4 zwanzigern.—Flacres stand in all public places, and have fixed rates; a quarter of an hour or a single drive costs is k reuzers, half an hour 36 kreutzers, a full hour i florin, for one person; for two persons the fare is 4 more. A printed tariff, easily understood, is affixed in all the public carriages. Passes are required from strangers, but it is not necessary to appear personally at the pass-office, as they can be procured through the medium of the valet de place.

OMNIBUSES are stationed at the following places;
—In the Schrannen-platz, passing through the Sendinger, Sonnen, and Bayorstrasse; in the Hof-garten, passing through Ludwig's, Theresien, Forsten, Brimmenstrasse, the Carolinen-platz, the Otto-strasse, &c.: at the Isarthor; and Max Joseph's-platz. The Omnibuses call at the various appointed inne lying in their route. Drivers are responsible for the loss of luggage or for damage done to it. The charge by omnibuses, if without luggage, 6 kreutzers; with luggage, 12 kreutzers; with two or more trunks or boxes, 18 kreutzers. Cabs await the trains at the various stations.

*CONVETANCES. — Railway trains, see pages 132 to 135. ELLWAGEN, see page 234. Innsbruck may be reached by rail, or by way of the Lake of Starnberg and Partenkirch, by Benedictbeuern and the Lakes of Kochel and Walchen, or by the Tegernsee, the Baths of Kreuth and the Achensee.

Nassau. - Inn .-- Krone.

This small town is most beautifully situated, and is charming spot for tourists who wish to explore this pioturesque country—the besuties of the Lahn Val ey—the ruins of the numerous eastes—the woods and villages of Nassau—and enjoy the splendid view from different heights.

Neustadt on the Danube, situated between

Ingoldstadt and Regensburg.
Nordlingen.—Stat.—7,800.—
Hotal;—Knonn.

An ancient fortified town of Bavaria spid capital of Riesdule, situated in the midst of a meet ferrile country. There is an extensive manufacture of carpets here, and a trade in goods faithers. The

principal objects of interest, are the Church of St. George, a fine gothic building of the fifteenth century, containing some good oil paintings and sculpture by Horlen; the Salvator Kirche, containing curl us pictures and some good statues; and the Rathhaus, with good fresco paintings of the battle of Nördlingen.

CONVEYANCES.—Railway to Nuremberg, Bamburg, Frankfort, Munich, &c. see page 1 12.

Nurnberg or Nuremburg - 43,000.—Stat. HOTEL DEL'AUTRUCHE —An old-established firstclass hotel, situated in the centre of the town; comfortable and go A.

RED Horse Horez.—This is an excellent oldestablished house, highly recommended for its comfortable accommodation, and good Italian cuisine.

Nurnberg, one of the oldest and most noted towns of Germany; centre of the trade between South and North Germany. The appearance of St. Sebald's church from the river is most romantic. This church and the ancient castle, the residence of the emperors in the middle ages, and afterwards of the mayors of the town, are the most attractive of its public edifices. The church of St. (Egidien (rebuilt in 1719, and called the new church) contains an altar-piece by Vandyck. It was here that Caspar Hauser was discovered. Population upwards of 40,000 Protestants and 3,000 Catholics. Is remarkable for its numerous Oriel windows projecting into the street, many of which are beautifully sculptured. Good view from the Old Imperial Castle. Fine Promenades.

OBJECTS OF ATTRACTION .- The town-hall, with paintings by Albrecht Dürer, and also the old prisonhole; the Reichstellte, where formerly the regalia were kept; Albrecht Dürer's house in the Dürerstrasse, No.376; Dürer's statue in the Milk-market (Milch-markt); the St. Sebaldus church, a very beautiful gothic building: the Aegide church; the Lindauer picture gallery; the Catholic church; the beautiful fountain; the Ganse-markt(Goose-market) with a singular statue in bronze of Labenwolf: the house of Hans Sach"; the St. Lawrence church, built 1274, completed 1477; the German Haus kirche, in the new Italian style; the churchyard of St. John, about half a mile from the town, where are the tombs of Albrecht Dürer and Hans Sachs. the vaults of the family Behein and Holzschuher: many private collections. Rosemary Tea Gardens.

Ownisuses run to and from the new Thor, Guttenhof in the suburbs, and the Lauterthor. The fare to or from the station, without portable luggage, 6kreutzers; with a box or trunk, 12 kreutzers; with two or more trunks, 15 kreutzers; children under four years of age pass free, but they must sit on the knees of those accompanying them, otherwise a charge of 3 kreutzers will be made. For a hiead chaise with four seats, including luggage, 48 krentzers.

For Railway, see pages 132 and 133. Offenburg.—Stat.—Hotels.—

DIE FORTUNA-very good. REPRESENSENT ROOM at Station.

A town containing about 4000 inhabitants, 17 German miles from Carisrule by railway, on the reads to Basic. The neighbourhood is interesting. "Conversances. Railway, See pages 94 and 98.

Passau.—12,000.—Hotels:— Hotel Adler and Wilderman.

Passu, on the banks of the Danube. Beautifully situated at the junction of the River Inn and liz. This town resembles Coblentz, and is the Coblents of the Danube. The most remarkable objects are the cathedral. Churchof Marishilf, castle of Oberhaus, from which there are charming views. Jesuits college, the convent of our Lady of good aid, from which there is a splendic view. The sands of the Inn are wished for gold, and pearis are obtained from mussels found in the liz.

CONVEYANCES.—Steamers to Linz and Vienna, and to Ratisbon and Ulm.

For Diligences, see page 236.

# Pforzheim.-Hotel:-

HOTEL ADLER.

Pforzheim, a town of about 7000 inhabitants; situated on the borders of the Black Forest, on the road between Carlsruhe and Stuttgart, containing several iron and copper works. A considerable trade in jewellery is likewise carried on here.

Conveyances.—Railway from Wilferdingen to Carlsruhe, Stuttgardt, Mannhelm, Bale, and Waldshut, see pages 94, 95.

Ratisbon, (in Garman, Regensburg.)—Hotels Hotel Goldener Kreutz.

Situated beautifully on the banks of the Danube, where it is joined by the river Regen, whence steamers start every day from the month of May to September; and every other day from September to May, carrying goods and passengers up the Danube to Donauworth and Ulm; down the Danube to Passau, Linz, and Vienna. Ratisbon contains 23,000 inhabitants. The Walhalla is six miles to the north-east, near to the village of Donaustauf. considerable fortress in ruins, blown up in the 30 years' war after a siege of two months, stands on the hill above the village, and the country seat of the Prince of Tour and Taxis below it, on the banks of the Danube. In Ratisbon are to be seen, at the Rathhaus, many curlosities among them the dungeons of former days, the torture chamber, with the 5 instruments of torture, just as they were used as late as 1784—the cathedral, from which there is a fine view; and an old church behind it of great antiquity and preservation, said to be 1200 years built. and the cabinet of antiquities of Mr. Koch, with many other interesting things.

Scotch monastery of St. James.—Next to the Cathedral, this church is the greatest and most perfect archiological curiosity in Ratisbon, the North door particularly. The House has the Royal Arms of Scotland in fresco on the gateway, and contains many curiosities. A fine picture of Queen Mary, and a rare Library. Gentlemen may see the house, but Ladies only admitted to the Church, which is upon till about 10 s.m.

Rostock.—Stat.—Imm.— Horst Du Kosp, good and moderate. The largest town is Mecklenburg, with 20,000 inhibitants, on the Warnow; birth-place of Blucher, without statue in bronze stands in the square called after him the Blucher-platz. The Marienkirche Biss a magnificent altar and attar-place by Rhode, as astronomical clock behind the sitar, and the temb. of the renowned Bugo Grotius. Peter's Sharch, in the Alistatt, is surmounted by a tower 1867 feet high. This town contains a great number of other fine edifices, and altogether wears an appect of great antiquity. The famous Kepler was for a while professor in the university of Seatock, The port and bathing-place is Warnemülle, at 9 miles distance on the Batic, and on the mouth of the Warnew, as the name implies.

Conveyances.—Rallway to Wismar, Schwerin, Bagenow, and Hamburg, see page 109, Steamers to Copenhagen in 44 hours, see page 205. For Dili-

Schwalbach.-Horen.-

HOTEL DUC DE NASSAU.—An excellent Hotel, with a most attentive and obliging Landlord.

A little town which has been very much frequented of late veers by English visitors. It stated in a valley between hills, and looks very much like a straggling village, but it is a rapidly improving watering place. The waters contain iron and carbonic acid gas, or are impregnated with steel, and the beneficial effect of these attengthening properties are being highly appreciated. Persons wishing to take the Baths bould be careful to enter their names immediately on their arrival.

"Excultations in all directions over the hills—for Subs views from the aumnits to the rulined castle of Adolpheech, or to the castle of Hohentein, through some very pretty scenery. In the valley of the dar, at the end of which is the old castle romanticlity situated on the summit of a high black precipice

CONVEYANCES.—Diligences to Wiesbeden and

About 4 miles beyond Schwalbach, by a good macadamised road is

Langen Schwalbach.-Horris.-

Missinson er Her and Nassau, most delightfully shateful in a sequestered little valley, and almost beried amongst wooded hills; annually visited by the most fashionable classes of Germany and Russia. The Baths possess wonderful cosmetic properties, and are said to tranquilise the nervous system, to soothe all inflammation and invigorate the system. Persons who have taken the ferruginous waters of Schwalbach, usu-ily recort hither afterwards to undergo a course of bathing at the farpents' Spring.

Schalgenbad is situated within a few miles of the Exvile station near Bioberich, and of some of the mest picture-que scenery of the Rhine. It is generally unnetteed by the majority of travellers, who content themselves with going up or down the siver.

Excussions.—1. To Georgenborn, whence there is a magnificent view over the Rhine and the Main, that to the cases of Francoutain. 2. To the

Monastery of Eberach, in a singularly beautiful aftuation, passing en route a magnificent view at the Chaple of Bubenhausen. The view from the height called the Boss, is one of the finest to the Rhelingau. 3. To the Niederwald, ab we Rudeshelm, whence there is one of the finest views of the Rhine; and within a very short distance of each other, the tourists will perceive three views or vistas cut through the trees, and disclosing three beautiful land-capes of the Rhine, having the effect of a diorama.

Schweinfurt.—7,300—Stat.—Horres:—

HOTEL RUHE.

Zum Goldner Lowen.—Pretty good & reasonable. On the Maine; a place of great antiquity, and an imperial city, with some manufactures. The Bastious are planted, and form an agreeable promenade. The Château of Mainberg, half an hour's drive, is worth visiting, being restored by its present proprietor. It is now a carpet factory.

Conveyances. — Diligences to Kleusch, Pilsen, Prague, and Kissengen to Nuremberg, Munich, &c Railway to Frankfort, see page 132, 133.

Stuttgardt .- Stat -- Horals .-

HOTEL DE RUSSIE, a capital first-rate house, deservedly recommended, landlord, Mr. C. Albisser.

HOTEL MARQUARDT, very good.

Capital of Wirtemberg, residence of the Court and seat of the Exchequer; has 40,000 inhabitants. The Konigatrasse outs through the town in a direct line, leading to the palaces, the theatres, and most places of annusement and resort. Persons proceeding from Stuttgart to Manleh or Nuremberg proceed by railway to Uim, Augsburg, and Munich. (See page 11s). In the neighbourhood of Stuttgardt is to be seen the elegant modern Grecian villa of Rosenstein, which contains some capital sculptures. Good museum of paintings. Also a club. Palace Gardens. Cannstadt is 3 or 3 miles farther.

Conveyances. — Railway trains, see page 130. Diligences, see page 238.

Schandau.—Horze Sagssone Schwarze.— A small town in the heart of Saxon Switzerland. By sleeping here, this district can be seen in three days tolerably (on horseback). Good inn at Great Winterberg and also at Hernaketchen.

Speyer, or Spire (Speyer, German).—Stat. Hortz:—Willelesschen Hor-good. Population 9500. One of the oldest towns of Rhonish Germany. Good club and promenades. Remarkable Buildings—the Cathedral, the Church of the Trinity, the Altportel.

Conveyances.—For railway, see pages 96 and 97.

Ulm - Hornt: - Knowratus - good and comfortable.

Utm.—Stat.—10,000—a town of Wartambear, of the left bank of the Danube, at its house new with the Iller and Blau. The streets are grouped and narrow and the houses old fashioned.—The esthedral is a fine gothic building, being apwards of 500 feet long house. Organizity belonging to the Catholias, it is now a Protestant place of worship. Ulm is forty miles west of Augeburg, chiefly remarkable for its fortification.

Convey angra.—Railway trains, see pages 130

CONVEXANCES.—Railway trains, see pages 130 and 131.—Augaburg to Munich by railway, page 133; also to Kempten and Lindsu, page 135. Diligences from Augaburg and Kempten to Füssen, see pages 215, and 230. From Ulm, see page 240. Füssen is a good starting point for the Tyrol, being en route to Innabruck.

Weilbach.—Here is a valuable sulphur spring, resembling Harrowgate, about a mile from Florsheim, a station on the Taunus Railway and where an omnibus awaits the arrival of trains. At this place are the mud baths.

Weimer.—Stet.—10,000—Horsz.—De Russie.
This town, on the line of railway from Eisenach
to Halle (page 117), on the banks of the river
Hun, is built in a plain but antique style, and is
finn miles west-south-west of Leipsic. Schiller.
Goethe, Wieland, and Herder resided here.

CONVEYANCES .- Railway trains, see page 117.

Wiesbaden. - Stat. -15,000. -- Horers. --

Rose HOTEL AND BATH-HOUSE, first rate and reasonable, kept by Mr. Schmidt, formerly of Meurices flotel, Paris.

HOTEL & BATHS, THE FOUR SEASONS, Vier Jahreszeiten, is a first-class hotel, equal to any on the Rhine HOTEL DE NASSAU, well situated, and a very comfortable house.

VICTORIA HOTEL.—A first-class hotel for families and gentlemen. Messrs. Helbadh and Holzapfel, proprietors.

HOTEL OF FRANCE, Frederick's Platz, near the new Promenade, comfortable, clean, and good

Horse p'Angesteres, an excellent house, highly recommended.

Considered one of the first watering-places of Germany, issituated in a beautiful valley, surrounded by the hills of the Taunus, and is rich in public saloous and gardena. The capital of the Duchy of Nassau, and the dalks has done all in his power to render it a pepular watering-place. The great square, containing the Assembly, from, is a very handsome place. The Greek Church neur this place is a beautiful temple dedicated to the service of the Greco-Russian church. In it is the statute of the late Duchess of Nassau, a Russian princes.

Distance from Fran't fort, 264 English miles; and trains run each way six times a-day.

Dr. Edwin Lee (of Brighton), author of "The Baths of Germany," "Continental Travel," &c., usually passes the season here.

EMELIER CHAPLAIN.—Rev. W. Barber, A.M. Service, according to the forms of the Church of England, twice every Sunday.

Persons eaceiding or descending the Rhine, wishing to their Wissaness, should land at Bussaness, whence they can be conveyed by ratiway. See Risberich.

Correspondent -- Ballway, see page 90.

Wildbad. —This piace, having a warm mineral bath, most efficacione in cases of paralysis, is reached from Carlarthe by a good road, or from Baden-Baden; the splendid scenery of the latter route is ample compensation for roughness here and there-

Wilhemsbad .-- Horels:--

THE DUCAL PALACE, BATH HOUSE and KURRAR.
This charming watering place is situated in one
of the most picturesque scenes imaginable, within
fifteen minutes railway distance from Frankfort-onthe-Maine.

Wismar .- INN:-Post House

Population, 9,800, It lies at the end of a bay on the Baltic. Distance to Rostock, 7 G. miles: 19 Hamburg, 15 G. miles.

Conveyances.—For Steamerspee page 212; Rall way, page 109. For Diligences, see page 240.

Wolfenbuttel,—Stat.—Innt.— Golden Lion, Golden Angel, and Hersditare Prince

A town with 10,000 inhabitants; noted on second of its large library. Amongst its books is to be found the Bible belonging to Luther, with notes attached to it in his own handwriting, his wedding and doctor ring, spoon, drinking glass, and likeness by Cranach. Lessing lived a long time here as librarian.

Conveyances.—Railway trains to Brunswick and Harzburg, see page 104.

Wursburg .- Stat .- Hotel .-

KEONPRINE VON BAIERN—comfertable and reasonable.

A town containing 25,000 inhabitants, beautfully situated on the Maine. It was formerly the cepital of an ecclesiastical principality, and was governed by a bishop, who was a primate of the Germans empire. Finc public garden.

This town received its appellation from the beautiful gardens with which it is surrounded. The name, being translated, is "hort, or plant town."

OBJECTS OF ATTRACTION. — The cathedral; the church of the Augustinians is beyond all comparisons the finest church in the city, and no ones should omit seeing it; royal (formerly spiscopal) palace; Julius Spital; Marienkirche, the citadal, and a fine public garden.

Conveyances.—Diligences, see page 241. For Steamers, see page 212; Railway, see page 132.

Zwickau. -- 5,300 -- Stat -- Hotel :--Tanne-- best.

Zwickau on the Mulde; a pictureaque town. The Marien-kirche is worth seeing; it is a beautiful gothic building, built in the years 1483 to 1874; there is in the church a superb altar-piece, by Woldgemuth (1479). Luther often ascended the high steeple that he might enjoy the beautiful prespect which it afterded.

CONVEYANCE. - Railway to Leipsic and Hot, see

# PRUSSIA.

PRUSSIA-- formerly a duchy, but now an extensive kingdom of second rank--was formed on the ancient electoral possessions, as a nucleus, by means of successive territorial acquisitions, particulariv in Poland, Westphalis, and the Rhine. It had for its original inhabitants the Slavi, or Sarmatiss. an the E. and N.E.,—the Vandals on the shores of the Baltic, to the N. of Pomerania—and the Snevi in the remainder of the kingdom. Prussia has been engaged, during a succession of ages, in very many wars—the particulars of which we do not require to notice here, as they are known to every student of history. Her part in the campaigns of the earlier portion of this century is well known, particularly in the campaigns of 1814 and 1815. At the Congress of Vienna, Prussia had secured to her the restitution of the provinces formerly wrested from her, excepting part of Poland, united to the Duchy of Warsaw; and for this small sacrifice she was amply indemnified by the concession of such territories in Saxony and the Lower Rhine, as were deemed consistent with the stability and security of the bulance of power in Europe. In this year 1.100, Prussia, partly by exchange and partly by putchase, obtained from Demmark that part of Westorn which is commonly called Swedish Pomerania, together with the island of Rugen. And thus, after experiencing violent shocks and vicasitudes, by which the kingdom had been broken into pieces, and little more than the name of the monarchy saved from the wreck, we behold Prussia, after a series of unparalleled changes in another direction, again taking her station among the first sovereign states of Europe, as firm and stable as in the days of Frederick the Great—and with a territory and population far exceeding any thing he could boast of.

The Kingdom of Prussia is situated in the northern part of Germany. It is bounded on the N. by the Baltic Sea, and a small portion of the Duchy of Mecklenburg; on the E. by Russia and Poland; on the S.E. by Austria; on the S. by Saxony and the Saxon Duchies; on the S.W. by Bavaria and part of france; and on the W. by France and the Netherlands. In describing these boundaries, we must observe that some parts of the kingdom are small detached portions, entirely invalated by the dominions of other powers—such as Saxe in Saxony, and Rahnis in Saxe-Weimar. There is no communication between the eastern and western provinces of Prussia, without passing through the atates of other princes. Hanover, on the N., is interspersed between its eastern and western provinces; and the territories of the sovereigns of Brunswick, Waldeck, Hesse-Cassel, Hesse-Darmstadt, and Saxe-Gotha, intercept a direct communication between its southern parts. The Prussian monarchy is divided into eight provinces, as follows:—Prussia, Posen, Brandenhurg, Pomerania, Silesia, Saxony, Westphalla, and the khine province; and these are divided into 25 regencies, which are further divided into 335 circles. The pop. is 14,928,501; and the area in English square miles is 107,627. The surface of the Prussian States is generally flat, except a part of the Hartz Mountains, in the province of Saxony.

The volcanic districts in it and the Lower Rhine, are the Riesengogebirge, on the S.W. confines of Silesia, and some other mountains in Westphalia. The quality of the soil is very various, and the country is very well watered. The climate of Prussia is not less varied than its soil. Along the Baltic it is worst; and in Ducal Prussia especially, the winter is long. It is also severe in the south parts of Silesia, contiguous to the Carpathian Mountains.

Commerce.—The exports from Prussia consist principally of corn, wool, timber Westphalian hams, zinc, flax, bristles, salted provisions, and other articles of raw produce; with linen and woollen ciwin, silk wares, iron and hardware, jewellery, watches, and wooden clocks; Prussian blue, spirits, beer, we. The imports consist chiefly of sugar, coffee, and other coloured products; raw cotton, and cotton twist and stuffs, indigo and other dye-stuffs, &c.

The Government of Prussia is monarchical, the King being assisted by a Council of State, each Department having nine Ministers. The State Religion is called Evangelical; being a fusion of Luthers. anism and Calvinism.

Education.—In Prussia, the State imposes on all parents the strict obligation of sending their children to school, unless they can prove that they are giving them a competent education at home. Neglect of this duty exposes the parents or guardians to imprisonment or fine.

Language...German is spoten by all classes, with the exception of some Polish peasants in the traduce of Power.

English Passports may be had at the Foreign Office, for 2s. It is extremely important English travellers to know, that all other than English passports are worthless for entering Pressia; that Belgian and French passports are every day refused at the frontier, and their bolders seat back to Brussels, a journey of 190 miles, at great loss of time and money. For further information, see pages gasns to XXXVIII.

Quatom-House. -(Zollhous.)-The Dougsters are strict in their examination, but also

mexceptionably civil. Every precaution is taken to prevent unnecessary delay.

** Engage - See pages xxxix and xr. A thair is 30 silver groschen, equal to la.; I silver groschen is 18 pframings-equal to id.; I find (or guiden), 60 kreutzers, ia. 84.; I find is equal to la., or 3 kreutzers to id

PEUSSEA.

Echneliposts.—(Elwagen.)—These are the mail coaches, conducted by government officials. All the seats are numbered. Fares about 10 s. gr. per German mile. Rate of travelling 8 miles per hour, 30 lbs. of luggage may be taken free of charge, and 20 lbs. more if paid for. Every package must be distinctly inscribed with name of owner, and place to which he is going...

Prussian coaches take no outside passengers.

Imms. —The average charges are, bed 12 sg.; table d'hote, 20 sg.; tea or coffee, 6 sg.; breakfast, 15 sg.

Forwarding Luggage, - See page XXVIII.

THE ELECTRIC TELEGRAPH.—The Electric Telegraph is in operation throughout the principal parts of Prussia, Germany, and Austria.

Measure.—The German Mile is equal to 4 miles 1056 yards English, or 8006 yards.

Berlin via Hamburg.—By the North of Europe Steam Navigation Co's., and Lofthouse, Glover, and Co.'s Steamers from Hull. See page 193.

Alx-la-Chapelle (German Aachen).—Stat.— 45,000 - HOTELS :-

Hotel Nuellens - first-rate, fare excellent, charges moderate, in an airy and delightful situation. facing the Eliza Fountain, with its garden and public promenade.

THE HOTEL DES QUATRE SAISONS, IS AN Old established first-rate house, situated facing the Theatre, in the most fashionable part of the town, Mr. Huber, the landlord, is also proprietor of the Hotel des Bains and la Rose at Borcette.

HOTEL DU DRAGON D'OE, close to the Kursaal and principal Bath Houses, comfortable and reasonable.

HOTEL DU GRAND MONARQUE, or Dremel's Hotel. first-rate in every respect, a splendid establishment admirably conducted, and charges not unreasonable. A large new bath-house, supplied direct from the mineral springs, is attached to the Hotel, which is a great convenience and luxury for travellers. Mr. Dremel speaks English.

Omnibuses convey travellers to and from the hotels ; fare, including luggage, 5 silver groschen.

English newspapers at Mayer's library.

OBJECTS OF ATTRACTION.-Ibe Town Hall, an edifice no way remarkable, has undergone a thorough restoration, and embellished with a number of fresco paintings from scenes in the history of Charlemagne. The Cathedial, begun under Charlemagne in 796, is one of the most important in Germany, and here repose the remains of this great Emperor. The choir of the Cathedral is now being restored. There are also an almost innumerable number of relics of various authenticity and value; and we are told these are all exhibited once in seven years, and that pilgrims flock to see them from all parts of Europe. The Eliza Fountain, and charming gardens. The Kurbaus or assembly rooms for strangers; subscription for the season, for one person, 4 thalers; for two persons, if of the same family, 6 thalers: for each person above, 2 thalers. The new government building, in the court of which is depoatted the ponderous Aerolite, said to weigh seven thousand pounds. The monument erected in me-thory of the Congress of Aix-la-Chapelle, in 1818, The Belvedere in the Louisberg, and the hill itself. The new hospital now building outside the town, stween the Sendkam and Cologne gates.

The suburbs and environs of Aix-is-Chapelle are sin pheasant and interesting. A charming view the schole city and surrounding country is ob-

tained from the hill of Louisberg, a favourite resort of the good citizens on Sundays and holidays. The valley of Burtscheid or Borcette is also worth visiting. It catends from east to west, and is celebrated for the numerous warm springs and brooks that run through it.

A short distance from the town is situated Frankenberg, an old castle, said to have been a huntinglodge of Charlemagne; a moat surrounds it, into which the legend says Frastrada threw her ring.

Aix-la-Chapelle i- celebrated for its warm nineral springs, containing large quantities of sulphur, efficacious in chronic cutaneous diseases, rhumatism, gout, &c.; but they are sometimes injurious if taken improperly. We refer these who wish to obtain information on the medical properties of these waters to the work of Dr. Wetzlar, physician of Aix, who has communicated the result of 20 years' practice and experience. Dr. W. speaks English.

English Charlain--Rev. Charles de Coctlogon ; service at the church, in the Anna Strasse, on Sunday at 12 and 7 o'clock.

Dr. Diemer, who is well known by many of the Eng. lish as Medical Director of Marienberg on the Rhine, has been in practice the last two years as Physician in Aix-la-Chapelle. Dr. D. speaks English fluently. The needle, button, and glass pin manufactory

of F. Neus and Co., is well worth a visit to any one who can spare an hour.

Persons going to Hanover or Berlin will find the route via Aix-la-Chapelle and Ruhrort cheaper and shorter. See p. 81. The mitte min Cologne. will be prefered by some persons as the Express trains keep time admirably.

Conveyances .- Railway to Cologne, see page 66. also to Verviers, Brussels, Ostend, and Calais, see page 67. To Dusseldorf and Homberg (Rubrost) see page 85. To Macstricht, see page 68. Diligences, see page 222.

Bad-Oeynhausen.-Stat.-Horst :-HOTEL VOGELER.

The origin of this place dates from 1845, when by boring upon Rock salt to a depth of 2220 feet. a spring of hot saline water was opened, and it has since become the most delightful and fashion. able bathing and watering-place in the north of Germany, with splendid bathing-houses of every description, established and maintained by the Prussian Government. The place already extends to Neusalzwerk, the site of very extensive salt-werks belonging to the Prussian Crown, forming a town one mile long, and presenting everywhere

very charming views of the surrounding country, including the pleasant chain of the Weser Mountains. In addition to the baths there are mainfold points of attraction, viz, the Porta Wasphalles (Gate of Wasphalla), formed by the mountains Witchind and St. Jacob, the delightful valo of the river Weser, with different ruins and castles.

Convergence.—Railway to Minden, Bremen, Berlin, Hamm, Cologne, &c., pages 86 and 87; Steamboats up the Weser to Piothe, Pintein, Hamelin, downwards to Minden and Bremen. Diligences and Omnibuses to all directions in the meighbourhood.

Bautzen.—Stat.—13,000. Horst.—Golden Keone -very good.

A flourishing manufacturing town, capital of the poper Lusatia, squated on the Spree in the middle of the acharmung country. The only buildings of interest are the Church of St. Peter, the Rathhaus, and the old Castle of Ortenburg. Near the town the battle of Bautzen was fought, 1413, when Mapolean defeated the Altied Armies of Rushia and Pruesia.

Conveyances,—Railway to Dresden, Lobau, Zittau, Gurlitz. &c see page 128.

Berlin.—Stat.—(With Map in Special Edition.)

, Hotel Du Noad, a good first-rate house, and bighly recommended. Landlord, Mr. Brandt.

HOTEL DE ROME, under the Tillenis, one of the largest and best hotels in the capital.

HOTEL VICTORIA, in a good situation on the Unperd en Lindeu, much commended

HOTEL ROYAL, a first rate, excellent and good hotel for all classes of travellers.

HOTEL ST. PETERSBURG, Unter den Linden. a first-raie trust-class hotel for families and gentle-inen.

Horrt D'Anglerenne, Place an der Bauacadeinie, situated in the finest part of the town.

Best restaurants, Mielentz, 28, and Meinhardt's, 33, Unter den Linden, Sandra.

THE ENGLISH EPISCOPAL CHAPEL is in the Royal palace of Monbion The service begins at eleven bysicok, and the sacrament is administered every first sunday in the month.

Capital of Prussia, situated on the river Spree, 127 feet above the level of the sea, scattered over a sandy plain, with very wide streets. It is one of the plant of the sea, scattered over the largest and handsomest cities of Rurope, being atheist twelve miles in circumference, with 27 parish phistones, 37 bridges, &c., and upwards of 100 public schools, and as many of a private description; it is charitable and scientific institutions are they manerous: and its manufactures consist of process, cotton, silk, ribbons, porcelain and stone-ware, bronze, gold and sliver ware, straw-hats, available allowers, &c. &c.

Ter-office, 60, Konkestrasse; open from 7 s.m. 50 8 p.m. Letters reach England on the third day Totaling 86.) via Octend.

Gomiss—Rading; No. 18, Unter des Lindes, speaks English, and is a good guide. Schmidt.

THE RAILMOAD TERRIBI are—to Potsdam (iii 4) minutes), outside the Potsdam Gate; to Leipsie, and Hanover, outside the Anhalf Gate; to Stettin, outside the Oranienburg Gate; to Frankfurt-on-the-Oder, near the Straister Platz.

OPEN DROSKIES, drawn by one horse, stand in the streets. Fare for a drive into the town, 5 silbergroschen. The regulations, as to charges, are hung up in every vobicle.—A servant serving for hire receives generally 1 dollar a day, 15 sgr. for half's day, and 5 sgr. for the hour.—The best Batha age No. 1, New Packhof, and No. 19, New Friedrichstrasse.

PERFUMERY.—Ludwig, 33, Charlotten Strasse, Berlin.—See advertisement, and of Book.

OBJECTSOF ATTRACTION. - The street called Unterden-Linden (Under the Linden-trees,) reaching in a direct line from the royal palace to the Brandenburg gate, with many pattic and private edifices. The castle, or royal palace, is large but not beautiful; the hall of arts (Kunst kammer), which is to be seen on Tuesdays, Wednesdays, Thursdays, and Fridays, by means of tickets of admission, which are readily procured through the medium of the guide, contains a multitude of Chinese, Japanese, and American curiosities; the Egyptian Museum, recently enriched by the acquisitions of Lepsius; and the very large ale-cup belonging to Lather; the new museam, a very chaste edifice, built after the plan of the architect Schinkel,—the foundation is laid upon stakes. Before the museum stands a gigantic basin, cut out of one solid piece of granfte, 22 feet in diameter; the fore colonnade is adorned with beautiful designs in fresco, by Cornelius. The interior of the museum has its usual attractions. The sculpture and picture galleries are open daily to the public (Sundays excepted),-in the summer, from 10 to 4, in the winter season, from 10 to 3 o'clock. The collection of vases and bronzes can only be visited on the Wednesdays; the entrance is at the back part of the museum. The King has lately added a new building to the Museum, in extent twice its size, and most beautifully decora ted, into which it is intended to remove the works of antiquity now scattered in various royal works of antiquity now scattered in various royal palacies. This Treopenhaus or Stair-case Hall, adorned with wall-paintings from designs by Kantbest, is perhaps the finest in Europe, Amorges the bronics there is a very beautiful antique found in the bed of the Ther. It is perfect work of art. The subject is a boy praying. The collection of paintings is very rich ir early matters, or which a catalogue may be obtained. The found fibrary is a very tasteless building, with The formal fibrary is a very tastelets building, with \$90,000 voltaines and 500 manuscripts, the stock interesting of which are an album with six very beautiful initiature portraits, by Lineas Cranach, and Chitomory's Rible, the first bond indicator portraits, by Lineas Cranach, with moveable types. The resulting-room if carried moveable types. The resulting-room is carried to post the apartments, however, ip which are fished the periodical publications, are only benefit from its grant administrant by tacket from the principal right. Fig. 1. The university is a large to constitute of the with the batural history muscum, and longer the with the batural history muscum, and longer the statement of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of the constitution of th

bings, open every Tuesday and Eriday, from 12 to 2, admission only by ticket, which is given out by the director; the minerological cabinet; the anatomical museum, open every Wednesday and Saturday, from 4 to 8 in the summer, and from 2 to 4 o'clock in the winter, admission by ticket only. The arsenal, built 1695, by Schlitter, is considered a master-work, in the pure style; tickets of admission are to be procured at No. I. Mollars-gasse; the new Opera-House; the picture gallery of Prince Raceinsky is well worth visiting; the palace of Prince Charles, No. 9, Wilhelms-platz; the palace of Prince William of Prussia; Under the Linden trees; the palace of Prince Albert, 102, Wilhelmsstrasse, built by Schinkel. Kroll's winter-garden in

the Thiergarten, a noble park of some 8000 acre is also worthy a visit. Many fine statues on the is also worthy a vanil saint the streets, but all military. Charlottenburg by bass-is hourly, from Unter den Linden, opposite the Hotel du Nord. The grounds are good. The principal object is the Mausoleum in which are two beautiful recumbent figures of Frederick III and his queen by Rauch. The drive thither is very pleasant. Potsdam by rail. At both Charlotten-burg and Potsdam there are beautiful statues of The drive thither is very of the late queen. Newspapers of all countries. at Zeitungshalle, 12 and 13, Oberwalle Strasse

CONVEYANCES .- For Railway information, see pages 107, 113, 114, 115, 116, 121. For Diligences,

. 61k spag see

BERLIN fo	Itineraries of the most Direct Routes from B E R L I N to the following Alpha-		ORDINARY FARES.									
	hetical List of Towns.	let	Cla	84.	Ind	CL	RRs.	Ex	p.	Ord	ly	
Amsterdam {	Hanover, (No. 11), Minden, p. 102; Oberhausen,	£	8.	đ.	£	s,	d.	h. 1	n.	h. 1	m	
}	p. 87; Emmerich, Amsterdam, p. 82 Cologne, (No. 6), Antwerp, via Liege & Malines,		4	10	2	5	0	17	11	24	9	
Antwerp }	pp. 67, 70, see Cologne Routes p. 300 (No. 3)	3	17	2	2	14	4	20	25	29		
Bremes	Hanover, Bremen, p. 101	ı	16	2	1	4	9	10	15	12	1	
Brussels 2	Cologne, (No. 6) Brussels p. 67, see Cologne Routes, p. 300 (No. 8 a) Hanover, (No. 11), Cassel, via Gottlingen, p. 101.	3	17	3	2	14	5	20	23	28		
Cologne	Hanover, (No. 11), Cassel, via Gottingen, p. 101. Minden, No. 14), Cologue, p. 87	2	0	8	1	.7	9	11	50	13	4	
Dentsic	Stettin, Waldenberg, Dantzic, p. 123, 118	2	15	î	i	13	7	13	10	16		
Dresden	Dresden, p. 113	0	16	6	0	11	Ol.	5	20	ß		
Frankfort-o-M.	Cassel, (No. 5), Frankfort, p. 93	2	16	6	1	18	11	17	5	19		
Hamburg	Via Wittenberge, p. 107	2	2	6	0	17	0	6	16	9	ij	
Hanover }	Magdeberg, p. 115; Brunswick, p. 165; Hanover, p. 103	1	7	2	G	18	9	7	6	8		
Leipsie		0	18	0	0	12	o	5	30	7		
1	a Hamburg (No. 10), London direct in about	,		6		•	٦	54	16	.,		
1	• Rotterdam, (No. 18),	4	11	ĭ	1 2	ã	ď	ahi	10	0 5	,	
Lendon	Cologne, (No. 6), Ostend, p. 62, Cologne Routes,	1 -	•	•	"	۰	٦		•		•	
	page 300, (No. 22 h), Dover, London	5	18	9	4	13	8	29	10	43	١.	
· · · · · · · · · · · · · · · · · · ·	d Cologne, (No. 6), Cologne Rts., p. 300 (No. 22 e)	6	11	5	4	12	11	31	40	44		
Minden	Magdeberg, p. 115; Brunswick, p. 105; Hanover,	١.			١.					١		
Paris	p. 193; Minden, p. 88	1 !	12	3	1	.2	!	8	25	10	! :	
Potsdam	See page 115	ľ	2	5	3	13	'	20	11	4.8	٠.	
Prague	Dresden, (No. 8), Prague, p. 138	Ιĭ	12	ĭ	ĭ	i	10	ĭı	24	. ře	:	
Motterdam	Minden, (No. 14), Obernausen, p. 87 : Einmerich,	,						1		٠,		
	Rotterdam, p. 82 Sge page 116	3	4	11	2	6	ı	18	1	23	,	
) Stettin	See page 110	0	12	0	0	9	0	3	0	3	, ;	
) St. Petersb'rg 🖁	Königeberg, p. 118, Tlisit, diligence, Tauroggen, diligence			10			ا		_			
Vienna		7	2	.0		9	3	108	9	146	١.	
T	Angua (au. 12) vicinia p. 100 mm				_		×	411		45		

# Berncastel.-

HOREL.-DEEL KONIGE.

Berneastel, a town on the Moselle, with 2000 The steam - vessels abcending the tahabitante. The speem-vessels escending the river from Coblents to Trans stop here for the minht, and leave for Treves next morning, see p. 183

Richefeld.—Mai.—INF.—DESTRING HAUS.

1000 Inhabitants. Its best buildings are the Maria and St. Micholas charebes, the Francisch and Berlin, see page 87. Diligences, page 217. And the Rosetrappe lie in Morth of the Harts, 3 German milestrom Halling.

the best linen comes from Jöllenbeck, the best thread from Isselhorst. The environs are delight ful, rich in gardens and promenades, especially Sparenberg with its ruins, Johannisberg and its grounds, &c. At the upper gate are some fine prinmises belonging to the merchants Leer, Wellis and Wittgenstein,

CONVEYANCES,-Railway to Minden, Hangver and Berlin, see page 86; to Hamm, Munster,

and 5 German miles from Harzburg. It is the most besetful spot in the whole Hartz, for here distant slews over the whole range of mountain, land and plain unitem one point and every traveller departs content from the wild and remantic Bedethal

THE HOTEL HUBETUS RAD lies at the entrance of he vailey, and is the most commodious to remain at, for from here excursions to all parts may be most conveniently made.

# Brandenburg. - Stat. - Inns .-

HOTEL DE BRANDENTEG. Restaurant at the Railway Station.

Chief town of the electorate, with 14,000 inhabitants, 38 miles from Berlin. The Katharinenkirche, built in 1410, contains an antique font and a library. The Cathedral, which is in the Burg, on an island in the river Havel, possesses some paintings by Cranich, a subteri ifean chapel, tombs of three Margraves, and some remarkable statues. There is a fine pros ect from the Marienberg, in which appear the towers of Potsdam.

CONVEYANCES .-- Railway to Potsdam, Berlin, and Magdeburg, see page 115. Diligences, p. 218.

Breslan. - Stat - Horel :- Zeplitz -Near the Rallway, very comfortable.

Breslau, on the Oder, capital of the province of Sliceia, with 110,000 inhabitants.

OBJEC 18 OF ATTRACTION .- The cathedral, erected 1170, out of braks, and not in a tasteful style, the Kreuzkirche, built upon the site of a much older church, with a temarkable monument of Duke Henry the Fourth, and a bronze tellef of John of Breslau, 1496, by Peter Vischer; the St. Elizabeth church, with the highest tower in Prussia (364 feet), was built in the 9th century; the church of our Blossed Lady, on the sand, has in the interior very beautiful proportions; the great Ring, with town hall; the Blucher platz, with a bronze statue of Blucher, the Taucnelen-platz, with the statue of General Tauenzien , the university, brought buther ly the year 1811, from Frankfort on-the-Oder, with 700 students, the museum of natural history; and the library. In the environs are Liebiech's garden, Morgenau, Oswitz, Pogelwitz, Lissa.

CONVEYANCES .- Railway to I rankfort and Berlin, see page 121; to Waldenburg, see page 122. Dillgences, page 118,

#### Brieg. -- Stat. -- INN. -- GOLDEN CROSS.

Population 12,600. The church of St. Nicholas has a fine organ and an altar-piece by Rode. Among other buildings here, are the gymnasium and the old ducal palace. Near this town is Moliwitz, where the Austrians were defeated by Frederick the Great in 1741.

CONVEYANCES .- Railway to Neisse, see pages 124; to Breslan and Vienna, see p. 128

Cleves .- Hotel - Zum Thibegarten, comfortable and reasonable

Capital of the Duchy of Cleves, with 8,000 inpolitants, connected with the Rhine by a cansi bout 21 miles in length. It is situated upon gently shout 24 miles in longth. It is substant appropriate should half, three in number, in the midst of a stoping and fertile bountry, well diversified with the sales, and woodland. The ancient castle of

Schwanenburg, formerly the residence of the Dake! of Cleves, was the birth-place of Anne, wife of Henry VIII., also the scene of a legend which is the subject of one of Southey's poems. Its tower, 180 feet high, built on the summit of a rock, commands a view of all the country round; there is also a fine prospect from Clevesburg near the Thiergarten, and another from the Prinzenhof, which is a fine building. There is a mineral spring and pleasant walks in the I hiergarten. The remains of Prince Maurice of Nassau he in an iron sarcophagus, in a little wood half a mile from the town. Cleves is the birth-place of the celebrated Seydlitz about 5 miles fron the Emmerich Junction of the Dutch Rhenish and Cologne Minden Railways, see pages 82, 83 and 86,

Conveyances .- Diligences, see page 221. Dantzic.-70,000-Stat.-HOTEL:-

ENGLISCHER HOF-best.

PRUSSIA.

A highly interesting fortified city, on account of its ancient architecture: beautiful old "Lang-grasse" street It is one of the Prussian ports and has a great corn trade. Amber obtained here.

Consuls, England—H. R. Plaw. French—E. Domnerc. Belgium—Watley. Holland—Forking. English Clergyman, Rev. II. Lawrence.

BANKERS, Messrs. Normann, S. H. Goldschmidt and Sons.

MONEY .- 30 Silver groschen, 1 Thaler, 10 silver groschen, 1 Guilder: the Guilder is about 2s. sterling.

CONVEYANCES. - Steamers daily in Summer to and from Konigsberg; Railway to Dirschau, Braunsberg, Stettin, Bromberg, Poser, and Berlin, see pages 118 and 119

Dessau .- Stat -- Horeis .-

DER GOLDENE BEUTLL.

Capital of the Dukedom of Anhalt Dessau, with a population of 12,000, on the Mulde, near its junction with the Elbe. The edifices are of modern dute, of which the principal is the ducal palace, containing a library, cabinet of curiouties, and picture gallery. In the Schlosskirche is the famous "Last Supper" by Cranach, in which he introduced portraits of some of the chief actors in the Reformation. Dessau is the birth-place of Mendelssohn. gardens in the neighbourhood are much admired. especially the garden of Worlitz, about six English miles from Dessan, which is well worthy of a visit. CONVEYANCES. - Railway to Cothen, Halle,

Le'psic, and Berlin see page 114. Bmden.- \cap-\tal.-16,000.

HOTEL :-- Post -in the market place.

A fortified town and scaport of Friesland, surrounded by marshes, but the country around is very fertile. It has a most extensive trade in oats, cheese, butter, &c , exporting more oats than any other European port. The town possesses nothing of interest beyond its commerce.

CONVEYANCES .- Railway to Lingen, Omabruck, Minden, Harover, &c see page 102.

Brfurt.-Stal.-Hotels SIBLER's HOTEL, near the Station-good. An important fortified town, situated on the great road leading from Frankort-on-the-Maine to the north of Germany, 3 miles west of Wes-mar. Erfurt, according to tradition, was from the as early as the fifth century, by a noble name

Expensive contains about 30,000 inhabitants, who are, parily employed in the manufacture of woollens and silks. Among the objects of attraction in Erfurt may be mentioned the cell in which Luther lived from 1505 to 1512, and the large bell, wolghing 275 cwt. The town also contains many scientific and other institutions. Promenades,

CONVEYANCES .- For Railway, see page 117.

Frankfurt-on-the-Oder. - Stat .- Hotels :-KAISER VON RUSSLAND, near the Station-good. A city, with 26,000 inhabitants. A wooden bridge laden with stones, so that the stream may not carry it away, joins the old town on the left shore of the Oder, with the suburbs on the right. The prosperity of the town is owing to its being situated on the principal road or thoroughfare to Silasia, and to its navigable river, which is connected by canals to the Welchsel (Vistula) and the Elbe; three fairs are annually held here. The university was removed in the year 1810 to Breslau. Near to the bridge stands a monument to the memory of Prince Leopold of Brunswick, who was drowned at that spot, in the year 1785, in his endeavours to save an unfortunate family from the waters. In the neighbourhood of the town is the battle-field of Kunnersdorf, where Frederick the Great was beaten, in the year 1759. by the combined armics of Russia and Austria.

Conveyances.—Railway to Berlin and Breslau, see page 121.

Freiburg .- Stat. - 12,000. - Hotel :- Buck-

An ancient city and capital of the mining district of Saxony, situated in the Mulde, noted for its silver, lead, and copper mines, and for its mining Academy, which is attended by students from all parts of the world. Attached to the Academy is a Museum which possesses rich collections of the mineral productions of Saxony, and also, the valuable collection of Werner, and a large number of valuable models relative to the art of mining. The buildings worthy of notice are, the Dom-Kirche, or Cathedral, a sine gothic building of the siftcenth century, containing two very curious gothic pulpits, a romanesque portal colled the "Golden Gate," and the tomb of the geologist Werner; the Rathelans, and the Market. There are said to be upwards of 140 mines in Freiburg and the neighbourhood.

Conveyances.—Railway to Waldenburg, Leignitz Breslau, &c. see page 122.

Glogau. - Stat. -- INNS: -- DEUTSCHE HAUS,

A strongly fortified town on the left bank of the Oder, with 13,000 inhabitants. The Cathedral stands on the right bank of the river, and is well worth seeing; as also the borner ducal castle, the gwo gymnasia, the town-hall, two sugar refineries, &c. The Citadel and Hrückenkopf are deserving of notice. Its promenados are much admired, and among the places in the vicinity, Friedeusthal, Lindapruh, Euschwitz, Zarkau, Brostau, and Hermsdorf are most requested.

Congresses.—Rallway to Hansdorf, Frankfart, Barlin, and Brestan, see page 121.

Gardige Stat. a town in Upper Linatia, on the Neisse, noted for its woollen and linen mannfactures. It contains six churches, the chief of which has an excellent organ. Here also is a spire of great height. Population 15,700; 50 miles from Dreaden.

CONVEYANCE .- Railway to Kohlfurt, see page 121.

Halberstadt .- Stat .- INNs .-

HOTEL VON PREUSSEN-best.

An old town, with 20,000 inhabitants, built on an arm of the Holtenme, twenty-five miles West of Magdeburg. The cathedral is a remarkable gothle edifice, erected in the middle of the 13th century; the western front is knewers of more ancient date. The church of Our Dear Lady, after the Byzantine style, is very ancient, it was finished in the year 1005; the Rolandsskule; the Lägenstein; many houses are curiously adorned with wood. In the neighbourhood are worth visiting the Splegelberg, Langenstein, Bullenberg, from whence you have the best prospect of the town; Ströbeck, noturious for its chessplayer. A tour can be made from Halberstadt to Rosstrappe, in the Hartz.

Converances.--Railway to Oscheraleben & Magdeburg &c., see page 105.

Halle.—Stat.—27,000.—HOTELS— ENGLISCHER FOF - good.

A large town, built in the form of an irregular square, on the river Sale. It contains scientific institutions of almost every description, and is celebrated as the birthplace of a number of distinguished individuals. In the immediate vicinity are two interesting institutions - an orphan asylum and an establishment for printing the Scriptures. erected in 1712, which is said to have issued since. its foundation more than two millions of Bibles, and half that number of New Testaments. Halle contains two public libraries, that of the University and that of the Town, besides a number of other institutions. The principal manufactures are woollens, stockings, silk, leather, buttons, hardware, and starch. Coal and sait-springs are met with in the neighbourhood. Carraway seeds much grown bers The ruins of the castle, as well as the Marki-kirche (Market-church), which is a beautiful gothic building with a superb painting by Lucas Cranneh, are worth seeing. Also the Red Tower in the market place.

CONVEYANCES.—Railway to Eisenach and Leipsic, page 117; to Berlin and Leipsic, see a 114. Diligences, see page 342.

Hamm .- Stat .- HOTEL !-

Prints von Preusers, near the Station. The capital of the Earldom of Mark Statins 3,000 inhabitants, and some manifectories in metals. Farther to the westward, upon the Lippe, there are still to be seen the constructions of Roman encompments. In the year 1790, during their banishment, the French Princes of the house of itourbon, the King, afterward Charles A., and lis descendants, resided at Hannt. Their pieces at the control of the Wassaner Hof." The town is the point of intersection of four lines of failway, viz. 1—To Cologne, Minden, Munter, Cassel. Distance from Hanning.

till, and from Cologne 92 English miles. It possta two Evangelical and one Catholic Church. The tows is situate on a plain, has wide, and at all times cleanly streets, and the surrounding country

eantiful.

There is a Court of Appeal (Appellhof), an Assize Court (Assisenhof), a High School (Gymnasium lliustre), a garrison of Cuirassiers, and excellent wave and river Baths. The water of the river Lippe has medicinal qualities for the cure of inflammation in the eves.

For Railways, see pages 86, 87, & 99.

PREUSSISCHER HOP.

Fifty-six miles from Hanover, on the Werre. The ancient abbey of Mönchkirche, and the charest of St. John the Baptist, with the tower, 400 feet high, are worth visiting; here are shown the crucifix and cup of Duke Wedekind his tomb is at Engern, 5 miles eastward. In the neighbourhood of this place it is supposed that the semy of Varus was cut off by Arminius.

Conveyances. - Railway to Minden, Hanover, Hamm, and Cologne, see page 86.

Hildenheim.-Stat.-14,000,

HOTEL :- RHEINISCHER HOF.

An ancient commercial and episcopal city situated on the Innerste. The objects of interest are the Cathedral, a fine building of the early part of the eleventh contury, with curious bronze gates, and some fine bas-reliefs; the romanesque church of \$t. Godehard; the churches of St. Lambert and \$t Andreas; the pillar on the Dom Plats. There are some very interesting specimens of ancient cornestic architecture to be found here.

CONVEYANCES .- Railway to Hanover, Brunswick, Harburg, &c. see page 100. Escrichn.—Ins.— Quinke's Hotel.

1,000 inhabitants; remarkable for its manufactures in iron, steel, and bronzo. In its neighbourhood is the famous Felsenmoer (sea of rocks), and the remarkable sounding cave containing fossilsones. The country all around is finely diversified with picturesque ruins, rocks, glens, and valleys, among which are interspersed workshops, forces, paper-mills, &c. Very brown rye-bread used here by both misn and beast

Monigaberg-80,000 - (Polish, Krowlewiecz) Stat .- HOTELS

SHONBERE'S HOTEL

On the river Pregel formerly the capital e

Prussia Proper,

... The principal public buildings are the Cathedra of St. Nicholas, built in 1332; and the University, founded in 1344. Kant, the metaphysician, lived and died here. Statue by Kiss in Konigs garten stadt, Museum. Trade in corn, tallow, butter and fax. This city is famous for the quantity of amber

on the sea-coast.

Constant areas to Memel, by Tilait, 137 English selles to Tilait (118 English miles), see Diligences, selles to Tilait (118 English miles), see Diligences, and English miles and the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the color of the testin, and Berlin, 420 English miles, see pages

His tip. Steensors, see page 195.

Rothern, or Cothan, Stat. Inus, ...

Ground Gasthof

6,000 inhabitants; remarkable only for the imagnificence of its railway station.

CONVEYANCES.-Railway to Wittenberg and Berlin, see page 114; to Leipsic, and Magdeburg, see page 108; to Bernburg, see page 108.

Liegnitz.— Stat.—Inns.—

Rautenkranz, good. Population 14,000. A handsome town, well situated at the junction of the Katsbach and Schwarzwasser. Its castle, which was burned down in 1834, has been rebuilt. The Fürstencapelle contains the tombs of the Plast family, 24 of whose members were Kings of Poland, and 123 Dukes of Liegnitz. Some suits of antique mail are shown in the town-hall. The Kloster Wahlstadt, built upon the spot where, in 1241, the Tartar hordes were routed, contains some pictures, and affords a fine prospect from its walls. The new cemetery is also worth seeing.

CONVEYANCES. - Bailway to Breslau and Berlin,

see page 121.

Magdeburg.—Stat.—Hotels:—

HOTEL ERZHERZOG STEPHEN close to the Railway On both sides of the Elbe, a strong fortress. with the military included, has 55,000 inhabitants; is a noted commercial and manufacturing town-90 E. miles S.W. of Berlin, and 72 N. of Leipsic.

OBJECTS OF ATTRACTION.—The cathedral, erected in the years 1211 to 1363, in the latter time restored again; the tomb of the Emperor Otto and Editha; the monument of Archbishop Ernest (1495); a splendid pulpit, a work by Caput of Nordh, 1594, a monument of Bake, canon, who saved the ca-thedral before its demolition by Tilly; a monument of the woman of Asseburg, who returned home the night after her burial, had several children, and lived nine years after; the St. Sebastian's kirche, with the tomb of Otto of Guerike: the old market, with an equestrian statue of the Emperor Otho, in the year 979; in the Friedhof (churchyard) before the Krökenthor, lies buried he celebrated republican general Carnot. A canal joins here the Elbe to the Havel. It also contains some charming public gardens.

CONVEYANCES .- Rail to the Rhine, mis Hanover. page 87; to Hamburgh, vic Hanover and Harburg, and direct, joining the Hamburgh and Berlin line at Wittenberge, see pages 103, 106, and 107. To Halle and Leipsic, see page 108. Steamboats also ply daily to Hamburg, and run the distance in 15 hrs.
Minden.—9,000—Stat.—Inns.—

German House, Stadt London, Stadt Bremen

Eigenbahn. A strong Prussian fortress. The Cathedral is a fine structure in the pointed style. The Weser is here crossed by a bridge 600 feet long. The best things to be seen here are Herr Ernger collection of pictures, in which are to be found some carlous specimens of ancient German masters. and the Westphalian Musenin, Several Diets were

held in the place, and some of the saily German amperors made it their regidence.

Convergence—Bailway to Henorat and Browns, see pages 50 and 90; to Hamma Manusler, and Colorus see pages 57; to Gunsbruck, page, 102, for Standard, and Colorus see pages 27; to Gunsbruck, page, 102, for Standard, and Colorus see pages 27; to Gunsbruck, page, 102, for the colorus see pages 20 and 20; for Difference ages 23. Steamers, g . p. 212. For Diligenous, she h. 313

#### · Manater .- Stat .- INNS .-

MUNICIPALISCHES HOP, good Table d'Hôte.

Population 24,000; capital of Westphalia; is a well-built and flourishing town, antique and carlous. with some gothic buildings of great beauty, among which are conspicuous the Rath-haus, where the Peace of Westphalia was signed at the end of the 30 years' war (in the Frieden Saal, as it is called, are preserved the portraits of the great contracting parties, with the seats on which they sat); the Cathedral, with the tomb of Bishop Galen, famous for his warlike tastes, his immense standing army, with which he bombarded his own town when in a fit of ill-humour, and for the citadel he built; the Oberwasser Kirche; St. Lambert's church, with its tower, on which are still hanging the three fron cages wherein John of Leyden and his two friends were fixed to be tortured with red-hot pincers previous to their execution; the Ludgeri Kirche, a peculiarly fine specimen of the Romanesque; the Schloss, formerly the Bishop's palace, a handsome but somewhat rulnous building, with its gardens on the site of the ancient citadel. The old fortifications have been levelled, and converted into pleasant promenades. John of Leyden's house is still shown in the market place; it is marked with quaint carving. The main street is remarkable for its arcades run-ing along the ground floor. Trade in Westphalia hams, &c. Picture gallery.

CONVEYANCES .- Rallway to Hamm, Rheine, Paderborn. Hanover, Cologne, &c., see pp. 99, 100, 102.

For Diligences, see page 234

#### Nordbäusen.--Isus.-

DEUTSCHE HAUSE-comfortable.

39 miles N. of Erfurt; population 13,500; situate n a fertile country south of the Hartz mountains. In the church of St. Blasius are two pictures by Luke Cranach. In the neighbourhood are the ruins of Hohenstein and Ebersburg; there are many beautiful walks and points of view, such as the Kohnstein, Geiersberg, and the alabaster grotto. Many distilleries.

For Diligences, see page 235,

Pozen, -- Stat. -- Inna ---

HOTEL DE VIENNE- excellent.

A strongly fortified town on the Russian frontier, with a population of 40,000, of whom 9,000 are Jews. Of its 23 churches that of St. Stanislaus is distinguished as a masterpiece of Italian architec-The Cathedral is remarkable for the noble simplicity of its style; the Golden Chapel, painted In the byzantine style, contains two brouse statues of Polish kings; the Rath-haus is a splendid gothic edifice, with a tower which is the loftlest in the town; what was formerly a Jesuita' College is now the seat of government; there is also a very magnificent palace, with a library of 20,000 volumes, presented to the town by Count Raczynski; also many other good buildings. Posen has a considerable trade in corn, cloth, linen, leather, and tobacco, and a wool fair in June. It possesses many places of public amusement—theatre, casino, coffee houses with gardens, promenades, &c.

faffiti ese page 105. For Diligences, see p. 246,

Potsdam. Stat. HOTEL EISELDERN. HOTEL DEUTCHES HAUR. good restaurant at Station.

This Prussian Versallies lies on the right short of the Havel, which, at this part, flows into a lake, It has 26,000 inhabitants, without the military; founded by the Electoral Prince of Brandenburg. It was, when Fortune favoured the royal house, the residence of the Prassian princes; it owes, however, its prosperity to Frederick the Great. The principal buildings are: the Garnison kirche, with the tomb of Frederick the Great; the St. Nicolas church; the Royal Palace, with the rooms of Frederick the Great; the house on the basin, where Frederick's father used to hold his tebacco lectures'; Sans Souci, before the Brandenburg-gate; the garden is laid out in the insipid French style; the palace usually inhabited by the present king. There is to be seen here the room in which Frederick the Great died, and also the room in which Voltaire lived. Engli-hmen will take great interest in visiting the pretty Palace of Babel-berg, the home of our Princess Royal. They will find no difficulty in obtaining admission. Very fine views may be o'itained from the grounds of this palace, and from various points along the drive. The tomb of the late king and queen of Prussia, with exquisite sculptures by Rauch, is very interesting. The Russian colony is deserving a visit. Pempelan House.

Conveyances.—Railway to Berlin and Magdeburg, see page 115. For Diligences, see page 236.

Prenslau -- INN .--HOTEL DE PRUSE.

Situated on the Unter Uckerlake, with 11.000 inhabitants. In its gothic Hauptkirche is a beautiful altar and picture by Rods. It possesses & gymnasium, library, and baths, with pleasing gardens and grounds. An organ has lately been erected here, said to rival those of Haarlem and Fribouri The neighbouring take abounds in fish. For Dillgences, see page 236.

Schwelm.—Stat.—Inn.—

MARKISCHER HOP.

A busy place, like all the other towns in the Wupperthal, with 3,400 inhabitants. The whole country for miles round is studded with towns and villages full of life and activity, and in this respect only to be surpassed by the manufacturing towns of England. Within two leagues of Schwelm is the much-admired Schwebner Höhle or Klutart, who labyrinthe must not, however, be visited without a experienced guide. Iron manufactories.

CONVEYANCES.—Railway to Dortmund, South Elberfeld, and Dusseldorf, see page 98.

Boest. Stat. Horra: But Cvinawid very

good. 9.000. A curious old walled town, containing many very singular churches and other buildings: among others the Dom or Outhedral, in the Bysans tine style; the Petri-kirche also Syzantine; and the Wiesen-kirche, a splendid building in the German-pointed Gothic style. There is a good

trade in corn here. In the neighbourhood are the Saline Baths of Sassendorf and of Konigsbor ulso, a number of extensive Sait works. here is very cheap.

CONVEYANCES.—Railway to Dortmund, Elberfeld. Dusseldorf, &c. see page 98. Stargard. Stat. On the Stettin and Posen

railway, with 10,000 inhabitants. Its antique fortifications and watch-towers are in good preservation. The Marienkirche, built in the 13th century by the Templars, is a fine structure well worthy of a visit; as are also the Town-ball and the Johanniskirche.

CONVEYANCES .- Railway to Stettin, Woldenberg, #00 page ins.

Stettin.-Stat.-HOTEL:-

HOTEL DE PRUSSE, a first-rate capital Hotel, the landlord particularly attentive to English travellers. On the Oder, contains 39,000 inhabitants. More

than 1000 ships enter the harbour yearly, and a very considerable commerce is carried on in shipbuilding, corn. &c. New Exchange and Theatre.
THE OBJECTS Of ATTRACTION are the Schlos

kirche, with the tombs of the ancient dukes of Pommern; the Wall kirche, built 1124; the Jacobite tower, from the top of which you have the best sight of the town and river; the Konigs-platz, with a marble statue of Frederick the Great, by Schadow. Two Bussian Empresses were born at Stettin, Catherine the Great (1729), and Maria Feodorowna, consort of Emperor Paul (1759). The principal promenade is the Plantage, before the Anclamthor.

CONVEYANCES .- For Diligences, see page 238. For Steamers, see page 208. For Railway, see pages 116 and 117.

**Stralsund.**—INNR.—

HOTEL LOWE. (LION.) in the Market Place.

21,000 inhabitants, 87 miles from Stettin, on the Strait of Gellen, which separates the Isle of Rüger from the mainland. This town is famous for the successful defence made against Wallenstein in the 30 years' war, as also for Charles XII. having been basieged in it on his return from Bender. Rath-haus is a beautiful gothic structure. church of St. Nicholas with its monuments and fout, and the Marlenkirche with its organ, paintings, and fine view, are well worth seeing. There is also a cabinet of natural history and a library. picturesque island of Rilgen opposite may be visited by the ferry, which is a mile across.

For Diligences, see page 238. For Steamers, see

page 210.

Swinemunde (BALTIC),-HOTEL: OLTHOFFS. A seanort town of 4,000 inhabitants, situated at the mouth of the river Swine. About 14 mile from the town lie the Sea Baths of Swinemunde, consisting of a Bath house, and an Assembly room.

Tharandt.-Sigl.-1,200. HOTEL:-DEUTSCHES HAUS.

A watering-place most beautifully situated at the junction of three valleys. Its mineral springs are lin and Leipsic, see page 114.

much frequented during the summer. The neight bourhood abounds with pretty romantic walks. Conveyances .- Railway to Dresden, see p. 127.

Treves .- -16.000--- Hoyels:---

DAS ROTHE HAUS. Well situated and good.

On the right bank of the Moselle, in a rich and fertile valley, bounded with hills rich in pine clad beauty: it is the oldest city in Germany. Its chief objects of attraction are the Cathedral of St. Peter, the Liebfrauenkirche, or Lady's Chapel, the Palace of the Electors of Treves, now a barrack, the Pillar of Granite, surmounted by a cross, which stands in the market-place, commemorative of the appearance of the flery cross in the sky in 958; the baths, amphitheatre, black gate, (Schwartzes Thor), very interesting, (A.D. 312); bridge over Mozelle, (B.C. 28); charming environs; Pallien very picturesque and white house near it, fine view; Igel, 6 miles off, on the Luxembourg road, well worth visiting for its beautiful Roman monument, 70 feet In and about this city are very many remains of Roman antiquities.

Conveyance. - Steamers, see page 210.

Wesel .-- INN :-- DORNBUSCH's, best.

14.000 inhabitants. This is a considerable fortress on the N.W. frontier of Prussia, at the junction of the Lippe with the Rhine. In a commercial point of view it is a rising place, especially since the improved navigation of the Lippe. Has a handsome Rathhaus.

Wittenberg.—10,000.—Stat.—Inns.— Refreshment Rooms at Station.

A fortified town, in Saxony. In the Schlosskirche, which contains the tombs of Luther-Melancthon, Frederick the Wise, and John the Steadfast, Luther's 95 theses against the doctrine of Indulgences were posted up on the 31st October 1517, being the commencement of the Reformation. This church was much damaged in the siege of 1814. On the market place stands the great bronze statue of Luther by Schadow, with the inscription " Ist's Gottes werk so wird's bestehen, ist's menschen werk, wird's untergehen,"-(if it be God's work it will endure, if man's it will perish.) An oak tree protected by railing is shown as the place where, on the 10th December, 1520, he burned the papal buil Numerous objects are carefully preserved in this place connected with the memory not only of Luther, but of his friends Melancthon and the painter Cranach. The ancient and renowned university of Wittenberg was in 1817 removed, and united with that of Halle.

CONVEYANCES .- Railway to Cothen, Halle, Ber-

# AUSTRIA. (including Tyrol and Hungary.)

Short Tour through the Salzkammer Gut from Linz, occupying two days.—Leave Linz by rail at 6 a.m.; reach Lambach at 10 a.m.; Fare, 45kr. Take a dejenner a la fourchette, at the Station; expense, about 22kr. Travellers will require a separate carriage for visiting the Falls of the Traun. The whole expense, for it and the journey into Gmunden, will be about half a florin each person. Leave Lambach at 11, see the Falls, and arrive at Gmunden at 2; leave by steamboat at half-past 2 for Ebensee (Fare, 50kr.), reach there at half-past 3; leave by omnibus immediately (Fare, 50kr.), and reach is half-past 5 p.m. Next day (unless a third day be spent in visiting Hallstadt and Gosarr, two most charming spots; see Hallstadt, p. 257) leave Ischl at 10, Ebensee at 12; reach Gmunden at 1; leave by rail at three-quarters past 2, and arrive at Linz about 9. The Lake of Gmunden is beautiful, and so are the Falls.

London to Trieste. See Through Routes, page 6.

London to Rotterdam .- See Through Routes, page 6.

London to Berlin and Vienna.—By Steamers to Stettin, via Tonning and Flensburg, see p. 195.

Passports—see pages xxxiii to xxxviii. Money.—According to the new Mouchary Convention of November 1st, 1858, the Austrian Coinage has been modified as follows:—Accounts are now kept in Florins and Cents, or Soldi, instead of Convention Florins and Austrian Livres. I Florin is equal to 100 soldi, or is, 11d. The silver coins consist of Florins, Dollars of 1½ Florin, and Double Dollars of 3 Florins. Copper coins of 3, 1, and ½ soldi. Kreutzers are now abolished.

#### NAVIGATION OF THE DANUBE.

Steamers descend the Danube from Donauworth to Regensburg in one day, from Regensburg (Ratisbon) to Passau and Linz, in one day. From Linz to Vienna, in about nine hours. From Vienna to Galutz and Constantinople, in about ten days. The ascent takes much longer time. Portions of the Danube have been considered by some superior to the Rhine.

Adelsberg .-- 1,400-Hogel :--

UNGERISHE KRONE.

No one should pass between Trieste and Vienna, without stopping at this place, in order to see the shendid "grotto of Adelsherg" in a mountain, above three quarters of a mile from the Hotel. It is, withous exception, the grandest natural excavation in Europe, if not in the whole world; and the startling effect of a river suddenly appearing in the dark bowels of a mountain, with the lights reflected from the narrow bridge in the roaring waters beneath, will never be effaced from the memory. The cost of seeing this wondrous and becautiful places thoroughly, is about 12 shillings for a party of four, including lights, guides, &c. It takes about two hours to see the principal views.

CONVEYANCES .- Railway, see pages 145 and 146.

Agram .-- INNS :--

KAISER VON OZSTERREICH AND SCHWARZER ADLER. POUILAtion 17,000. This town is the capital of Croatis, and the residence of the Ban. It has an university and a Cathedral. Distance to Warasdin, 16 German miles. Endem. Stat.—Stat.—5,000.

A much frequented watering place, situated on the Schwächat, at the base of the Styrian Alp. Make miles from Vienna. The waters are sulphurens, impregnated with Carbonic Acid Gas, and of a temperature varying from 93 to 99 Fahrenheit. They are efficacious for outsneous diseases, gout, or rheumatism. Numerous delightful excursions may be made in the neighbourheod those in the faller of Helan being particularly beautiful.

Conveyances.—Railway to Vlenna, Oedenburg, Gratz, Trieste, &c. see page 144.

Bad-Gastein,--HOTEL:--

Mosen's Hotel, good.

Has a hot unineral spring of 118 deg. F., (a powerful remedy in cases of applexy,) is a watering place about 80 miles south of Salzburg. The surrounding scenery is of exceeding grandeur. The Klam Strasse (near Leopoldstadt) on the road to Salzburg, may rank with the finest passes in theworld

CONVEYANCE. - Filwagen to Salzburg.

Bludenz,—Hotela: Post, Ksone, and Actes A city in the Vorariberg, about twenty miles west of Feldkirch, and forty east of Landeck, with a population of 1,900. Castle and two cotton mills.

Converances.—Eliwagens and stellwagens daily to Landeck and Innsbruck, and to Feldkirch and Bregenz on the Boden-See. (Lake of Constance.)

Botzen, or Bolzano.-8,572-Hotels:-

KAISER KRONE, EUROPE, AND MEZZA LUNA, (HRIF MOON).

A city in Tyrol, beautifully situated at the junction of the Talfer with the Elsack. It is twenty-seven miles south of Brizen, seventy-nine miles south of Inusbruck, and forty miles north of Trient. It is one of the most flourishing commercial towns in the Tyrol, having four large fairs held annually. Long arcades or plazzas. Terlance and some other wines good and cheap here. Pretty neighbourhoid.

Conveyances.— Railway, see page 165.

Bregens.-2,300.-Hors.;-Golden Adles, good.

A prettily situated town in the Vorarlberg, on the Lake of Constance, 131 miles W. of Innsbruck, and 20 W. of Feldkirch. From the Gebhartsberg, a hill behind the town, a beautiful view is obtained.

Conveyances.—Eilwagens and stellwagens daily to Feldkirch, Landeck, and Innsbruck. Steamers daily on the lake to Lindau, Rorschach, Romanshorn, Friedrichshafen, Constance, & Schaffhausen. At Friedrichshafen is the rail way to Ulm, Stuttgardt. and Heilbronn, see page 131.

Brixen .- 3,200-HOTEL :- HOTEL ELEPHANT. Hotels all had.

A beautiful city in the Tyrol, 52 miles S. of Innsbruck, and 27 N. of Bozen.

Conveyances.-Eilwagens & stellwagens, p. 218.

Brunn .- 40,000 -- Stat .-- HOTELS:--THREE PRINCES and KAISER VON. OSTERBEICH.

Capital of Moravia, the Leeds of Austria, a place noted for its woollen-weaving and spinning, its linen, leather, gloves, carpets and vinegar manufactories. lively trade. Spielberg, a political prison, noted on account of the imprisonment of Baron Trenck, General Mack, and Silvio Pellico. Franzenberg: Jacob's Church (Jacob's Kirche), the residence of the Archbishop, town-house, national

museum of Moravia, CONVEYANCES. - Railway to Vienna and to

Prague, see page 138.

Budweis. -- Stat. -- Hotels: -- Golden Sun. --

HOTEL DREI HALMEN. Town with 7000 inhabitants, on the Moldau. Not far from Budweis lies Trocznow, where Johann Ziska was born. Rathhouse good. Manufactories

of cloth. CONVEYANCES. - Railway to Linz, see page 137, Eilwagen to Prague, by Taber or by Pisek; distance, ninety-one miles. See page 219.

Carlsbad .- The most aristocratic and strict watering place in Europe; in the north-west of The nearest way to it is by Frankfort-Bohemia on-the Maine, to Markt-Schorgast, or Hof, on the Royal Bavarian Rulway, and to Eger and Carlsbad by Coach. Season, June to September.

. The waters are hot, and mostly suited for the Tidneys, Lives, and Gout. They are dangerous in Pebrile, and Pulmonary diseases, Heart Complaint, and Dropsy. No one should take them without

There are several Hotels, but Lodgings are generally taken where an is provided. The dishes which is taken do a carte, at an Hotel. The dishes which is taken do accept, at an Hotel. Wine, beer, rally taken where all is provided except dinner, which is taken d. a curte, at an Hotel. The dishes are subject to medical regulations. and spirits, are forbidden to invalids.

#### ROUTINE OF A SIX WEEKS COURSE.

.....6 a.m., go to the springs, and beginning by 2 or S cups gradually increase to 8, - one every t of an hour. 8 a.m., go home to dress, or walk about till 9 a.m., Breakfast of Coffee and Roll. 1—9, p.m., Dine at some Hotel, and then a good wark, exer-nise being essential. 8 p.m. Coffee; 10 p.m. to Bed. Attention to Regimen necessary for one month Attention to degimen necessary for the state caused under a sometimes result from agglect of the Rules.

Manual Man.-Dr. Manni, who speaks English.

ENGLISH COMMISSION AGENT, MONEY CHANGER, BOOKSELLER, &c .- A. F. Seifert, at the Golden Schlussel, (Golden Key).

ELECTRIC TELEGRAPH. - Open. "The Times" at the Reading Room.

Debreczin,-Stat.-60,000.

One of the most populous and important manufacturing towns of Hungary. It is one of the most singular places in Europe, and with its unpaved streets and one storied houses resembles a collection of villages rather than a town. The principal portion of the inhabitants are Magyars, and here their character may be most advantageously studied. . There are four fairs here yearly which draw together vast crowds of strangers. There are extensive manufactures of boots, pottery, scap, coarse cloth, pipes, prepared sheep skins, &c. There are no buildings of interest.

Conveyances - Railway to Pressburg, Vicana, Temesvar, Basiasch, &c. see page 142.

#### Brer.-INNE.-

GOLDENE SONNE best. The Zwei Erzherzogen, at which the Eliwagen stop is very dirty. A garrison town of Bohemia on the way to Carlsbad from England. The Castle, (Burg.) and the Burgomeisters house are most interesting from being the scenes of Wallenstein's death in 1634.

#### Eperies....8000.

An ancient town in Hungary, situated on the river Tarcza, on the post road from Pesth to Lemberg. In the neighbourhood are extensive Salt. works: distance to Leutschau, 7 german miles; to Laschau, 4 german miles; to Pesth, 38 german miles; to Przemysl, about 37 german miles; to Lemberg, 50 german miles.

#### Peldkirch .- HOTEL: KRONE (POST).

A city in the Vorariberg, on a stream called the Ill, and containing 1,600 inhabitants. It is 111 miles west of Innsbruck, and twenty miles east of Bregenz, active manufacturing towns, cotton, oilmills, &c.

Conveyances.-Diligence, see page 225.

Gmunden. -3,500 - Stat .-- HOTEL: --GOLDEN SCHIFF, very dear.

On the Traunsee, with splendid prospect; the Alps of Salzburg and Darhstein, the tops of which are covered with snow, the distant view of which, with the lake, lend to the town a majestic beauty. Falls of the Traun. View from Calvariensberg.

Conveyances. - Railway to Linz and Budwels, see page 137. Steamers, in summer, several times daily, to Ebensee, on the opposite end of the lake en route for Isohl. Fare, 50 kreutzers,

Gran. -- Stat .-- 12,000.

The ecclesiastical metropolis of Hungary, situated in the picturesque vale of the Gran, on the right bank of the Danube. It is noted for its Barns, and the magnificent but still unfinished Cathedral, commenced in 1921; it is in the Italian style, surmounted by a dome 85 feet in diameter, and faced by a splendid portico. The excursions in the peighbourhood are romantic in the extreme. .

CONVEYANCE, — Reliway to Presenting, Vienna, Temesvar, Basisch, &c. see page 142. Grats.—40,000—Stat.—Hersts.—

ABCHDURE JOHAN HOTEL.—An old established well conducted house, highly and de-ervedly recommended, Mr. Sonnhamer, Proprietor.

HOTEL DE L'ELEPHANT, deservedly recommended; the director speaks English, and is attentive.

Good Restaurateur at Station.

Capital of Steyermark, (Styria,) one of the most leasant towns of the Austrian monarchy, except Pleasant towns of the Austrian morning of the Sit-Vienna and Prague, on account of its excellent situation and environs, the social feeling of its inhabitants, their cheerful calling, and cheapness of provisions. View from the Schlossberg.

OBJECTS OF ATTRACTION .- The cathedral, with an altar painting by Tintoretto, the arsenal, townhall, the convent of the Jesuits, castle, with a beautiful prospect; tomb of Ferdinand II., the castle in which the crown of Steyermark is kept, the theatre, the palace of Attem, the colossal statue of the Emperor Francis, the university, the Joanneum, a technical institute founded by Archduke Johann (John); the chain bridge, 318 feet long. The suburb of Jacomini is the most beautiful quarter of the town, and the most noted coffee-house is in the Jacomial haus. The town is surrounded by beautiful walks; the castle or palace of Eggenberg, with a collection of paintings and park; castle and ruin of Gösling: St. John and St. Paul's churches, &c. Conveyance.-Railway to Vienna, and to Mar-

burg, Cilly, and Laibach, see pages 144 and 146.

Hallstadt.-Hotels:-

HOTEL DAUBLERS, WIESSAU TAUBE.

Hallstadt .-- A small town on the lake of the same name, in the Salzkammergut, built on the side of a hill, almost a precipice. This lake, and the neighbouring Gosau Thal, may compare with any part of Switzerland.

There are several Protestant congregations in

the neighbourhood.

Innsbruck.-Hotels.-

COUR D'AUTRICHE, HOTEL DU SOLEIL.

This handsome town is the capital city of the Tyrol built 1754 ft. above the level of the sea, and contains 18,000 inhabitants. It is the place of assemblage of the Tyrolese Estates. One of the churches contains a valuable collection of works of art. Amou other objects of interest may be mentioned the Franciscan Church, containing the celebrated tomb of Maximilian the First and the grave of Hofer, also the statues in bronze of the members of the house of Hapsburg: the Palace, and palace garden: the University, and the Museum. Very beautiful neighbourhood.

CONVEYANCES .- Railway to Kufstein, Rosenheim, and Munich, see page 136; Diligences, see page 230

Inchl.-Horst

HOTEL DE LA POSTE. HOTEL KAISERIN ELIZA-

CHURCH OF ENGLAND SERVICE.—At the Hotel Kaiserin Elizabeth every Sunday at 11 and 4 o'clock during the Season.

A town of 2000 inhabitants, one of the most fashionable watering-places in Austria, and the favourite summer residence of the present Emperor. It is situated in the centre of the Salzkammergut, and is good head-quarters for the tourist in that beautiful district. Environs very fine. Salt mines.

Ellwagen to Vienna, Gratz, Linz, and Salzburg, see page 230. Omnibus to Ebensee on the Lake of Gmunden to meet the Steamer.

Klagenfurth, -12,490 - HOTELS.-

Post, Sterne, Hirsch, & Kaiser Von Osterbeich. An ancient dull town, situated on the Glan; formerly the capital of Carinthia, with an old castle.

CONVEYANCES.-Eilwagens to Villach, Lienz, and Brixen; also, to Marburg (in Stelermark), communicating thence by railway to Vienna or Trieste. and by diligence to Agrum or Warasdin.

Laibach.-Stat. -- HOTEL.-

HOTEL DU LION D'OR.

STADT WIEN.

Population 15,000; 77 miles N.E. of Trieste. From the old Burg a beautiful prospect is pre-sented to the view. The interior of the cathedral bears a strong resemblanceson a small scale to that of St. Peter's at Rome; the church for-merly belonging to the Jesuits is a simple but tastefully planned edifice. Besides these buildings worthy of notice are the Bishop's palace, the Lyceum, theatre, Auersperg palace and gardens, and a bridge over the Laibach; there is an alley on the river bank; and within two leagues, Kahlenberg, commanding a fine view. An excursion up the Kreuzeralpe is recommended. Three posts from Laibach is the beautiful lakes of Veldes with its romantic scenery, with three Inns on its-banks.

CONVEYANCES .- Railway to Cilly, Gratz, Vienna, and Trieste, see pp. 144 to 136. Diligence, see

page 230. Lambach.—Stat.—1,300.

A beautifully situated town on the Traun. buildings worthy of notice are the fine Benedictine Monastery, famous for its Library, and containing some old German pictures, and a fine collection of engravings; and at a short distance from the town the curious church of Baura, dedicated to the Trinity, built in the form of a triangle having three towers, three doors, three facades, three windows, three organs three alters ornamented with marble of three colours, three sacristies, and cost 333,333 floring.

Conveyances. - Railway to Linz, Gmunden, &c.

see page 137. Landeck.—Hors.—

Post.

One of the most beautifully situated places in North Tyrol, on the banks of the Isere, fifty-siz miles west of Innsbruck, and sixty miles east of Feldkirch. It contains about 1000 inhabitants. Four roads meet here, viz., to Innshruck; to Felds kirch, and Bergenz; to Finstermuntz, Meran, and Botzen; by Finstermuntz over the Stelvio, the

highest road in Europe to Lake Como. Conveyances.—Eilwagens and Stellwagens daily, to Innsbruck; also, to Bludens, Feldkirch, and Bregens. Fare to Innsbruck by Stellwagen, only 2 \$.

Lavis. Inns bad.

A market town in South Tyrol, a few miles N of Trient, on the post road to Botzen. Between Lavie, and St. Michele is the ferry over the water to the road, which leads to the beautiful Val di Kew (Annone) and Val di Sole. There is another ferri at St. Michele for travellers coming from Bots in going from Lavis to the Tonal Pass, by

di Non, the traveller will go through the following places, viz., Mezzolombardo, Cles, Le Capelle, Caldas, Leocolas, Malé, Conviano, Preson, Ponte di Rovino, Piano, Mezzana, Pellizano, Le Fucine, and Vermiglio.

Ling. Stat. HOTEL ERZHERZOG KARL, HOTEL FANS.

Town with 26,000 inhabitants, beautifully situated on the right shore of the Danube. Mathias Kirche (St. Matthew's Church), with the tomb of Monticuculi (1680); the hall in which the States assemble, -- Jagermayer's garden, from whence you have the finest view of the town : the Podlingsberg, the highest point in the neighbourhood of the town. The fortifications of Linz are remarkable on acaccount of their peculiarity,-they are after a new plan by Prince Maximilian of Este.

Conveyances.—Railway to Gmunden and Vienna, see page 137. Ellwagen to Budwels, Innspruck, Munich, Passau, Regensburg, and Salzburg, see page 232.

Steam-hoats daily to Vienna; every day in summer to Ratisbon, in two days, passing the night at Passau, see page 196.

Meran.-Hotel de la Poste.

HOTEL ZUM GRAFEN VON MERAN.

One of the most beautifully situated places in Tyrol, 17 miles from Bozen, and 96 from Innsbruck. From Meran, Hofer's house is only about three hours' walk. Good red wine made here; grape cure practised here.

CONVEYANCES. -- Diligences and stellwagens to Prad and Mals, and also to Botzen Brixen, and Innsbruck. To Botzen at 2 p.m., in 3 hours; fare, 48 kr. The pedestrian can walk from Meran to Hofer's house, and Sterving by the Janfengeberge, in one day, and from thence to Innsbruck in another day. The post road is more than twice as long.

Oadenburg.-Stat.-12,000.

An industrious town situated near the southwest side of the Neusiedler See, and celebrated for its great cattle market, its excellent wines, and its coal mines. Thirteen niles from Oedenburg is Forchtenstein the castle of Prince Esterhazy, containing a large collection of arms, a rich gallery of portraits, and the family treasurers, consisting of precious stones, vessels of gold and silver, and many objects of art. It is necessary to obtain an order from the prince himself to view the treasures.

Conveyances.—Railway to Neustadt, Baden, Vienna, Gratz, Laibach, Treste, &c. see page 144. Olmute. - Stat. - Hotels: Schwartzer,

ADLER, SCHWAN.

In Moravia; a strong fortress, with 14,000 inhabitants. The cathedral is a noble specimen of old German architecture; in the church of St Maurice is an organ with 3,232 pipes; the other remarkable objects are the Bishop's palace, university buildings, arsenal, gymnasium and handsome Rathhaus. It is a place of considerable industry, and chief market of Moldavian and Russian horned cattle.

CONVEYANCES. - Diligences, see page 335. Railway to Bohm-Trubau, Cracow, Warsaw, Vienna, see page 138. . .

See page 371.

10,000 and Buda. -35,000

Konigin von England, and Hotel de l'Europe both on the Pesth side.

View of Buda from Pesth and of both cities from the Blocksberg is very fine.

Pesth lies low and flat, but has wide clean streets, good shops, and is lively; possesses two theatres; Museum; handsome Rathouse, with a lofty square tower, from which there is a fine view of Buda; and a curious church of Hauptpfarrkirche. Danube is 1500 feet wide here, a magnificent suspension bridge joins the two cities, erected by Mr. Clark, architect of Hammersmith Bridge. Buda is built on a lofty ridge and adjoining valleys, crowned by a high fortress. Imperial Palace. barracks, and cathedral with high square tower.

Pesth may be reached by steamer down the Danube from Vienna, passing Pressburg, &c. The traveller can return at once to Vienna by rail, or proceed further down the river by steamer to Peterwardeln, or Neusatz and Semlin, then up the Theis to Szegedin and Szolnok, and back by rail to l'esh and Vienna, or go down the Danabe to the Black Sea.

Pilsen .- 9.000. Hotels:

SWARTZEN APLER, AND KAISER.

Pilsen. The chief town in a circle of the same name in Rohemia, at the angle formed by the Misa and Radbusa. Its manufactures are woollens, cottons, and leather. Population about 9.000.

Convérances. - Diligences to Prague. Eger. and Ratisbon.

Prague. - Stat .- HOTELS .-

(Bohemian, Praha), the capital of Bohemia, and contains 143,000 inhabitants, amongst whom are Situated, and extending far on 12,000 Jews. both shores of the Moldaw, and surrounded by pleasing heights, it wears, undoubtedly, the most beautiful aspect of all the German towns, being adorned with its 60 peculiar and singularly formed spires, with its lordly castle at the back of the hill (Hradschin), and the broad expanse of its streams, spanned by two noble bridges.

The beautiful Bohemian glass, for which this place is famous, can be bought as cheap in the

Crystal Palace, Sydenham.

A Commissionaire is indispensable in this place and costs 3s, a day. Galignani's Messenger may be seen and read at Laurentz's Casino, over a cup o. delicious German coffee. The examination of bag gage on the Austrian and Saxon Frontiers takes place at Bodenbach; the officers are very civil. The great demand throughout German Custom Houses. is for tobacco, which the traveller is recommended to avoid as much as possible.

OBJECTS OF ATTRACTION .- The national Bohe mian Museum, situated in the Kallowrat Strasse near the Archbishop's Palace, with its collection of records, library, and collection of petrifactions, ; the monastery of Strahow; the edifice of Czerna; the cathedral, built in the gothic style, with the tomb of John of Nepomuk, the mausoleum, and oursous mosaic; and the holy church of Loretto, in the oldtown. A stone bridge 1,572 feet long, erected by Chartes IV, and a very chaste enain bridge lead from the Kicinseite to the old town, both affording a beautiful prospect of the town and environs; the former is known to the world through the history of John of Nepomuk; the old town house, out of the windows of which were thrown the senators of Prague. In the Jews' town-the remarkable old church yard, and the old synagogue. In the new town-the infirmary; the sick and lying-in hospitals; the monastery of Emaus, with a collection of paintings; and the Karlshof (Charles'-court.) Wallenstein's palace is also worthy of a visit, from its historical associations. It contains also a very large theatre. Opera fine.

WALES .- The most beautiful prospect of the town is to be had from Laurenceberg: beautiful promenades on the bulwarks, the Sophia, or Dyers' island (with eating and bath-houses), the protection island, castle garden, and peoples' garden. Before the gates, the beautiful villa Kinsky, the orchard (2) miles), the Scharka (5 miles), Troy, Kleinbubna,

Nussle, Kuchelbad.

COFFEE HOUSES .- That in the court of the station is the best.

Conveyances. - Railway to Dresden, Leipsic, Beglin, see page 136; to Breslan, Cracow, Warsaw, and Vienna, by Bohm-Trubau and Brunn, see page 138, 139; also by Olmutz to Vienna, or to Pressburg, Pesth, and Szolnok, in Hungary, see page 142, and 143. Diligences, see page 236.

Pressburg.-Stat.-42,000.

A well-built and beautiful town of Hungary, situated on the Danube, which is crossed by a bridge of boats. The suburbs built on the site of the old fortifications are very fine, having wide and well-Pressburg, though no longer the built streets. seat of the Dict is still considered as the capital of Hungary. The principal objects of attraction, are, the cathedral of St. Martin, remarkable for its high tower and noble architecture; the Landhaus; the Rathhaus; the Primate's Palace; the two squares with their fountains; and outside the town the hill called Konigsberg, to which every new king of Hungary repaired on horseback after his coronarion, and waved the sword of St. Stephen to all the cardinal points, as indicating, that he would protect the country from enemics from all quarters.

There is considerable trade in cottons, silks,

tobaccos, wines and brandy.

Conveyances. - Railway to Tyrnau, Szered, &c. see page 148. Steamers daily to Pesth.

Riva.-4,960.-HOTEL

DEL SOLE D'ORO, best.

Beautifully situated on the Garda-See, (Lago d: Garda.) about 20 miles S.W. of Roveredo, 135 S. of Innsbruck, and 103 N. of Verona, Here Italian is spoken. Grand road cut for 8 or 10 miles on the rock along the lake.

Conveyances. - Steamers on the lake dafly, at half-past 6, to Garda and Peschiera, and the other laces on the lake. Eliwagens and stellwagens to Roveredo, Trient, Bosen, Brixen, and Innabruck.

Roveredo.-Stat.-7,614.-Horale. ROSA, IL CAVALETTO, CAVALLO BLANCO.

A wify in South Tyrol, most beautifully situated on the left bank of the Adige, 56 miles south of

Bozen, and 40 south of Trient. This is one of the most flourishing towns in the Tyrol, the centre and seat of the silk trade. Italian only is spoken in this place.

CONVEYANCES. - Railway to Verona, Trient, Bozen Brixen, and Innsbruck; [see page 165. Also stellwagens (a cheaper conveyance)-also courier to Riva in 4 hours; fare, 3 Austrian lire.

Salsburg .- Hotels .-

HOTEL DE L'ABCHDUKE CHARLES .- One of the finest and best Hotels in Austria. Admirably conducted and beautifully situated.

HOTEL GOLDEN SCHIFF, very dear.

DEEL ALLIETE.

A town of 11,000 inhabitants, beautifully situated on the banks of the Salza, anciently governed by an archbishop, who was a prince of the German empire, and the temporal sovereign of a district containing above 200,000 inhabitants.

The view from the Gaisberg is renowned through-

out Germany.

OBJECTS OF ATTRACTION .-- The castle, the cathedral, the palace, the University church, the riding-school, the fountains, the house in which Mozart was born, and Mozart's statue. In the uelyhbourhood are the celebrated sait-mines of Hallein and the Königsee lake, in Bayaria.

Conveyances .- For Diligences, see page 237. A carriage from Salzburg to Ischi takes one day, costing 14 florins,

Stersing .- 2,000-INNS. - KRONE and Post.

A very ancient town (standing on the site of a Roman station), very prettily situated in North Tyrol, about 28 miles south of Innsbruck, and 24 miles north of Brixen. Houses curiously painted outside. The church contains many monuments, and some curious old pictures. Travellers to linebruck go through the Brenner Pasa. An excursion may be made on foot over the Jaussen, to Hofers' house, in the Passeyer Thal, in about four hours.

Conveyances. - Eilwagens and Stellwagens to Innsbruck, Brixen, Bozen, and Meran.

Teplitz or Toplitz. - Stat. - 3,000. A beautifully situated town, celebrated for its baths which are perhaps the most frequented and

most fushionable in Germany. The springs are hot and alkalo-saline, almost exclusively used for baths, taken exceedingly hot (90 to 95 Fahrenheit) and efficacious in the cure of stiff joints, gout rheumarism, &c.

Töplitz itself possesses little of interest beyond its baths and the neighbouring country, which is pretty but not striking. The park and gardens are the princi, al places of resort, and are remarkably beautiful. They contain reading rooms, dining rooms, ball-room, and theatre.

The daily routine is pretty nearly as follows :-Bathing in the morning till 10 o'clock; at 11 the band in the garden; I o'clock, dinner; the afternoon is devoted to drives in the neighbourhood: in the evening the theatre, after which there are generally balls.

CONVEYANCES. - Rallway to Bodenbach, Dresden, Prague, Brunn, Vienna, &c. see page 138.

Tokay,—2,000 A small town at the junction of the Bedrog with the Theiss. The Tokay wine is of 4 different at

Ausbruch is the one best known at Tokay. Distance from Debreczin, 9 german miles. Steamers on the Theiss to Szolnok, Szegedin, and Semlin .-See Steam-packets, page 210.

Trient-Stat. - 13.000 - (Trento, Italian).

INNS .-- ALL' EUROPA, in the Contrada Lunga ALLA Rosa, in Contrada Tedesea; and LA CORONA 52 miles N. of Verona, This is the wealthiest and most-considerable town of the Tyrol, and lies in a plain, surrounded by wooded mountains, from whose sides flow many noble streams. areades in the streets; trade in silk and wine. In front of the cathedral is a fountain with some mediocre sculpture; the best picture is at the drat altar on the left hand of the main entrance; the church of St. Maria Maggiore, wherein was held the famous council, is fast falling to decay. The environs of this town are very beautiful; the Etsch traverses the valley, while villages in a triple row rise one above another on the fruitful declivity of the mountain-range; beyond these is a marble pillar commemorative of the French victory at Rivoli. Here Italian is principally spoken.

CONVEYANCES .- Rallways, see page 165. Trieste .- (With Map in Special Edition) .-

HOTELS.

France: Loquanda Grando: Victoria: Daniel ; De la Ville ; Aquila Nera.

Boarding House at Zega.

The Tergest of the Romans, situated in a creek of the Adriatic sea, and at the foot of a ridge of hills called the Karst hills, has, with outskirts, 63,114 inhabitants; is a free port, and the first seaport town of the Austrian monarchy; and is one of the most important, thriving, and interesting commercial places of the Adriatic sea. The population is a mixed one, derived from all the commercial nations of the Mediterranean; the Dalmatlans and Italians, however, are the root of the townspeople; the country people are of the Illyrian race. Cyprus wine, Rosoglio Maraschino, and a variety of fine fish to be had here.

Travellers arriving here by sea, should at once change their money into paper currency. Gold, especially English sovereigns, bears a high premium. The prices are published daily, and the list may be

seen at any money changer's.

OBJECTS OF ATTRACTION .- The Cathedral, an old building in the Byzantine style, in which is the tomb of Winkelman, who was murdered in Trieste: the plazzetta of Ricardo, a small square, with a trigaughal arch of Roman origin; the Corso, the garincipal street between the old and new town; the Exchange, a beautiful building, standing in Exchange-place, with the Casino club, into which A stranger may easily be introduced. There are Aikswise to be seen the Nantical Real-Academy, the Theresian molo, with light-house; the Grande Lagaretto, or hospital; and the ship docks. Let the stranger above all visit the Tergesteum, with hobie conversationi rooms, and superb reading-Fromme for the journals. View from Castle

Barrises delig English business—Faikner and
Barrises delig English business—Faikner and
Ca. George Moore anglos Grant Brothers & Co.
Response and Pasente.
Bourant, Mary Com. Library, 608, Al Core.

Bradshaw's Guides and Handbooks on sale. Collector of British authors.—Tauchnitz Edition.

Conveyances .- For Rallway, see pages 144, 146. Diligences, see page 354. Steamers, see page 205.

Vienna (Wien, German,)-Stat.-with Map in Special Edition .- HOTELS :-

ARCHDURE CHARLES HOTEL, a first-rate house, highly recommended, the proprietor, Mr. Schneider, is both attentive and obliging.

HOTEL MUNSCH, a first-class hotel for families

and gentlemen, deservedly recommended.

THE EMPRESS ELIZABETH HOTEL, OF KAISER ELIZABETH, a well conducted good house, at which there are two table d'hôtes daily.

HOTEL OF THE GOLDEN LAMB. LEOPOLDSTRASSE, a large first-class hotel, in an open and healthy situation, near the river.

Stadt London.

MATCHAKER HOP.

OPTICIAN .- For all descriptions of Optical, Mathematical instruments. &c., of their own manufacture, apply to Joseph Neuhoefer, late Ch. Gross and Co., 1149 and 1150 Kohlmarks, see advertisement.

The city of Vienna, (the Emperor's city, as it is called in Germany,) lies on the right bank of the Danube (Donau). The canal of the Danube divides the city from the suburb Leopoldstadt. The little river Wien, from which the city receives its name, separates the city from the suburbs Landstrasse, Wieden, &c. It contains 9286 houses, and without the garrison a population of about 440,000. principal trade consists in gold, silver, jewellery, and silk manufactures. The best points from which to see the town and its suburbs are, the steeple of St. Stephen's, the Spinnerinn am Kreutz (female spiuner at the cross,) the terrace in front of the Upper Belvedere the Turk's Bulwark, the Gloriette at Schönbrunn, the top of Leopold and Kahlen hills, the Kransenwaldchen, the Himmel and Gallizienberg.

A COMMISSIONER, OF GUIDE, through the city, and to all the principal objects of attraction, costs 1 florin 40 kreutzers to 2 florins a day. There are but few tables d'hôte at Vlenna, which is a very great disadvantage—as, by ordering from the Carte, the chances are that you call for unseasonable dishes, and pay much more than you wish. It is best to dine in Vienna, at the fixed price of the hotel, which is generally four or five shillings. Bachelors will find It best to dine in the re-taurant attached to the hotel frequented by the citizens, where the same excellent food is given as up stairs, at one-third lower. The wines called the Hungarian Burgundy, "Ofner," and "Adelsberger," are excellent, and are to be procured throughout Austria, at reasonable rices. Red Vœsiau, an excellent Austrian wine. When about to leave the Austrian dominions, calculate how much money you will require up to the last moment, and change your paper florins into silver or gold.

MONEY CHANGERS .- Richarz, 8751, Stephens-

platz bankers only give paper.

OBJECTS OF ATTRACTION.—The cathedral of St. Stephen's, built in 1144; the steeple, the glauf fate, and the pulpit. The entrance into the steeple limits from a small house, No. 873, Stephen's platz. The

426 feet high. The building of it was begun in 1359. and completed in 1433. The largest bell is cast out of 180 Turkish cannon, and weighs 357 cwt. There is to be seen, in the interior of the church, the chapel of the cross (krouzkapelle) where lies buried The traveller will the celebrated Prince Fugene. be well repaid by a visit to the church of the Capuchins in the New-market, with the vault and tomb of the royal family, and the sarcophagus of the Emperor Frederick III., and also the sarcophagus of young Napoleon, Duke of Reichstadt ; the church of St. Augustin, with a noble marble monument to the memory of the Duchess Christiania, of Sax-Teschen, a most Beautiful work by Canova. There is to be seen here likewise, the death-chapel of the Emperor Leopold II., of the distinguished General Daun, and of the Professor van Swieten; in the Loretto Chapel, the hearts of the members of the Emperor's family are preserved in silver urns. The St. Michael's Church, with the burial-place of Metastasius. A church well worth seeing in the suburbs is the St. Carlo Boromeo, built in fulfilment of a vow which the Emperor Charles VI, made when the plague raged in Vienna, after a drawing by Fisher of Erlach, 1737. The palace of the Archduke ('harles. The treasure room in the Sweizerhof, with the regalia of Charles the Great, and of the German crowns, as well as many other valuables and curiosities. The royal riding-school; the royal mews. In the upper Belvedere, built by Prince Eugene, is the imperial picture gallery; in the lower Belvedere are the Ambras museum, Egyptian museum. and collection of antiquities. The imperial cabinets of antiquities, of minerals, of the plastic arts, are in different buildings. The several picture galleries of Prince Liechtenstein, Prince Esterhazy, Count Czernin, and Count Schönborn, are at their several pulaces, as are the Schönfield museum of Baron Dietrich, and the collection of Count Harrach. The university, the polytechnic (Wieden), the Josephine, with the richest collection of anatomical properties. collected by Chevalier Fontana, of Florence (Alsergund, Wahringergasse); the geographical institution, (Alser Vorstadt); mineralogical institution, one of the finest collections of minerals to be found in Europe; Liechtenstein palace (Landstrasse); the public infirmary, with 2,200 beds; the innatic asylum, with 250 beds; the deaf and dumb institute, the hospital of the benevolent brotherhood, and also the new mint. The public markets are worth seeing.

CHURCH OF ENGLAND SERVICE.—At the British Ambassador's residence, No. 78, Herrugasse,

THEATRES.—Karnerthor Theatre, (opera very fine here.) Theatre an der Wien, largest and handsomest, (melodrama and spectacles.) Hof Theatre, regular drama.

GANDERS AND WALES.—The Bastol, a very pleasant walk round the walls of the town; the Glacia, between the town and suburbs, with inhumerable alleys of lime and horse-phesunt trees; the Frater, in which are celebrated all the popular holidays (the Hyde-park of Vienna) is thickly studded with tress, in the old Franch style; the Brightenau, a large butirregular wood, with meadows—the Angasten, the hotanical garden of the university, in the Rentweg; in the royal botanical garden for Austian plants, the hotanical garden of Joseph's academy, in

2, 23 4

the Alser Vorstadt; the princely Liechtenstein garden, with the noted winter garden (Rossan, No. 130): . the princely Schwarzenberg garden (Rennweg, 641), always open to the public; the garden of Prince Metternich, laid out in the most splendid manner (Rennweg,545); thegarden of the royal horticultural society in which are two annual exhibitions: the garden of Rupprecht ((lumpendorf, 54), where the exhibition of potatoes takes place : the garden of M. Klier (under the Weisgarbern, 92), with more than 800 kinds of pelargoniums; Adams' garden, in Matzleinsdorf, with rich tulip and anricala plants. There are also the following gardens, where concerts and balls take place, viz.: the Sperl in the Leopoldstadt, the Paradise garden, and the Volk's garden near the Bourg, the latter of which is much frequented, and contains the famous statue of Theseus, by Canova. Entrance to the concerts, about 14 kr.; to the balls, about 40 kr.

The Post Oppics is situated between the Altonfelsch Markt and the Bastel, or rampart, and is a very large and splendid building. Letters are received till 6 in the evening. Stamps are now in use both for the empire and for the pre-payment o forcign letters. Postage 86. The rutes for the empire are in the town, 2 kreuzers; under 10 German miles, 2 kreuzers; from 10 to 20 miles, 6 kreuzers; alove 20 miles, 9 kreuzers. A letter can be insured as to delivery for a small charge. The post-office anthorities have the sole privilege of carrying small parcels. Money, if sent, must be scaled up at the office in the presence of a proper officer, who delivers a receipt. The former post-office in the Wollzeil, is now only a filial office. There are receiving boxes for letters placed in different parts of the town and suburbs.

Coffee Houses .- The first coffee house in Europe is said to have been established at Vienna, 1684, by a certain Koltschitzky, a Polish spy in the quarters of the Turks, who received permission to open it, as a recompense for his services. The cottee houses in the city are not very showy; most of them have a billiard table, smoking room, and an ordinary supply of newspapers. A cup of coffee without milk, (called black coffee,) costs 8 kr. C.M., a cup with milk is called a mixture, (molange). I'he most goted coffee house is Danm's, No. 278, in the Kohlmarkt; Neuner's, in the Plankencasse, into which ladies may be taken. when hired by the week, are allowed to go without They are, in general, extremely their number. elegant and clean. Cabs in the city cost 12 km. the quarter hour. In the coffee houses of Leonold's. town, (Leopoldstadt) near to Ferdinard's-bridge, (Ferdinard's-brucke,) are to be found in general many Turks and Greeks in their national costume. Club-houses are very scarce, but there is one Insti-tution of this kind, the Judicial-political-reading in siltute, in which are to be found almost all period, icals and literary news, inland and foreign. Access to it can easily be obtained. Access to the ristocratic and mercantile club-houses can be most easily secured by means of the Banker to whom recommended.

Bun House.—These are well worthy of a visit. There are 700 in the city and its subjects. There are much frequented by fareigness. Passeours.—Formerly the police were very strict throughout Austria. By a late regulation when a frayalier has passed the Austrian frontier he will never be asked for his passport again till he leaves the frontier, but he must have it vised for the Town his roos to after leaving Austria.

Luggage The inspection of luggage takes place immediately upon arrival, and the traveller must be sautious not to carry upon his person, or to smuggle anything that pays a duty; amongst which may be particularly noticed, tobacco, playing cards, and books,—forbidden books are placed in the Central Iaspection Office, and remain in official custody until his departure.

HACKNEY COACHES (FIACRES).—These stand in all streets, the rate of fare is fixed, 40 kr. C.M. is the ordinary charge for a drive in the town, for a drive from the town to the suburbs, 1 fl. C.M. If the traveller have many places to call at, the best plan for him is to hire the flacre for half a day, or for the whole day. On the week-days he pays from 5 to 6 fl. C.M. but on the Sundays, and in fine weather, the flacre is not to be obtained for less than 10 fl. C.M. The town coaches are to be hired alther by the day, the week, or the month.

Case Français, in the Stephen's Platz, in which is an upper room for ladies; and, in summer, the Cur Saloon, on the Wasser Glacis, with music every evening.

CONVEYANOES.—Steamers on the Danube, see page 310. Railway to Pressburr, Pesth, and Szolnok, see pages 149 and 143; to Oderberg and Oswiecim, see pages 140 and 141; to Olimutz, Brunn, Prague, Dreaden, see pages 138 and 139; to Bruck, Raab, Nen Szeny, and Stockeran, see pages 148 and 143, to Neustadt, Glognitz Cilly, and Laibach; Trieste, see page 144. For Diligences, see page 244. For Diligences, see page 246.

The Environs of Vienna. - Schönbrunn and Hitzing, to which there are omnibuses every Their stations are on am Peter, on the Mehimarkt, and on the Stephen's place. Schönbrunn is the summer residence of his Majesty the Emperor; it was begun under the superintendence of Fisher, in the reign of the Emperor Mathias, and completed in the reign of Maria Theresa. The Duke of Reichstadt lived and died here (1832). The garden is well attended, particularly on the Sunday. Stapps, the German student, who made an attempt upon the life of Napoleon, was shot and buried here. The beautiful well, from which the castle derives its name; the Gloriette, with a beautiful view of Vienna, the flower garden with the palm-house, and a menageric are worthy of attention.—Hitteldorf, where the Emperor's deer park may be seen, containing 3000 wild boars, an unusual sight. - Laxenburg, to which at this present time a railway carries you: Castle, with beautiful pack . Temple of Diana, the little Prater, Temple of the Eintracht, Einsiedlerei, Fisher Dorfchen, artificial waterful—the Ringelspiel, the Holzsoos, the Meierst i above all. Is the Enght's Carle (Rit-Markican) to be observed, a correct imitation of a stronghold of the middle ages. Midling . the read to it leads by the Spinner at the Cross (Spinnerin am Kreutz), a gothic cross, erected by Crispinus Pellitzer, 1547, adorned with the statue of Crispinus and Crispianus. In Mödling is to be seen the old Knight-Templars'church of Holy Ottmar, the castle and the park of Prince Liechtenstein; the ruins of the old family castle of the Babenberger; numerous pleasant walks and eating-houses.—The Kahlenberg (Mons Cifius), above 1000 feet high. The way to it is over Döbling, where there is a good picture-gallery belonging to M. Arthaber and the splendid coffee-house near the observatory; the latter affording the best view around the neighbourhood of the city.—The Leopoldsberg, with an old castle. From this point may be taken pleasant walks on the Cobenzelberg, to the Krapfenwaldchen, to Severing, to the Himmel, to Grinzing and Heiligenstadt; as likewise to Nussdorf and Klosterneuberg, adjoining. The ruins of Greifenstein lie one mile from the convent of Klosterneuberg; Richard, the Lionhearted, lay in prison there; another road on the Vienna Wald leads through Dornbach, where Prince Schwarzenberg possesses a villa, with park. From this part you can reach the Upper Wald, and from thence you descend, and walk-ing in the shade of a fine wood of beech-trees you reach Hainbach, Steinbach, and lastly, Mauerbach, where there is capital refreshment to be had; from thence, through a lovely valley, you get to the Passauer Hutten, and in half an hour to the Tulbinger Kogel, a hill, from the top of which you enjoy the most beautiful prospect. A pleasant trip is one to Pötzleindorf (village of Pötzlein), vulgarly called Potzelsdorf. To this place you can take an omnibus.

REMARES.—Omnibuses may also be made use of, in order to reach a distant suburb, such as the fletzinger, to go to Neubau or to Neinottenfeld; the coachman receives a small allowance—from 3 to 6 kr. c.m. On the Sunday and on holidays the rices of the Omnibuses are raised 1 kroutzer.

Days and hours for visiting the most remarkable establishments and curiosities in Vienna:---

Monday. — The royal mint and cabinet of antiquities, 10 o'clock, A.M.

TUEBDAY. — Royal cabinet of Egyptian antiquities (Landstrass, No. 641), from the end of April to the end of September from 9 to 12, A.M., and from 3 to 6, P.M.; from the end of September to the end of April, from 9, A.M. to 2, P.M.—The royal Ambras collection (in the same building and at the same hours).— The royal gallery of paintings, in Upper Belvedere, in the summer, from 9 to 12 o'clock and from 3 to 5 o'clock; in the winter, from 9 to 2 o'clock.

WEDNESDAY.—The royal cabinet of mineralogy, from 9 to 1 o'clock. — Technical collection of his Majesty, the Emperor, in the Polytechnic Institate, at 10 a.m. Transpart.— The royal cabinet of curiosities (Joseph's-platz), 10 o'clock. — Blund institute, (Joseph's-platz, No.188); there is a public examination of the children every Thursday, which every visitor will find very interesting.

FRIDAY.—The royal mint and cabinet of curlosities (same as Monday). - Royal cabinet of Egyptian antiquities (ditto).—Royal Ambras museum (same as Tuesdays).—Royal gallery of paintings (ditto).—Royal treasure-room, at 10, a.m., and only in the summer season.

SUNDAY.—The royal cabinet of minerals (same as Wednesday).—Royal treasure-room (same as Friday).—Josephine academy (Wahrengergasse, No. 221), in the summer months every week, in the winter every fortnight.—Royal collection of pictures of the royal academy of plastic arts (city, No. 890).—Royal Polytechnic institute, only in the summer.—Royal Deaf and dumb institution (Wieden, No. 162); public examination from 10 to 12 o'clock. A ticket for seeing the new arsenal can be obtained by applying to commissioner in httel.

Villach.—2400—INNS:—Post, and Elephant.
Statate on the river Drave, just above its junction with the Gail. This city is rendered important in consequence of three great roads meeting here, viz., to Vienna, to Innsbruck, and to Venice, by Ponteba and Udine.

Conveyances.—Eilwagen to Linz, Siilian, Innichen; Brunnechen, and Brixen, to Vienna, to Klagenfurth and Marberg, and to Udine and Venice.

Waitzen.—11,350.—About 21 English miles from Pesth. This is one of the oldest settlements of the Magyars. The principal building is the Cathedral.

Railway to Pressburg and Vienna. and to Pesth and Szegedin, see pages 142, and 143.

Warasdin.—9000.—INNS:—Hirsch, and Goldener Lamm.

This is the frontier town of Croatia. Good wine is produced in the neighbourhood Distance to Agram, 10 german miles; to Kormond, 13 german miles; to Marburg, on the rail to Trieste and Vienna, 8 german miles.

#### Wiener-Neustadt .- Stat .-

An ancient town 27 miles south of Vienna, and considered one of the finest in the Archduchy. The principal objects of interest are, the Military Academy situated in the old Ducal Castle which contains a beautiful Chapel in the Gothic style, with some fine stained-glass windows; the Cathedral; and the Cistertian Abbey.

There are considerable manufactures of velvet and silk, and a great trade in iron.

Conveyances.—Railway to Baden, Mödling, Vienna, Gloggnitz, Gratz, Trieste, &c. see p. 144.

# TYROL.

The following tour of from six to eight weeks in the Tyrol, &c., can be recommended:-

_____

Munich to Innspruck, Solstein, Schonberg, Ambras, Zirl, Martinswand, Umhausen, Oetzthal, and Glescher, Meran, Hofer's haus, Meran, Finstermunz, Wormser, Joch (Monte Stalvio,) Borm'o, Tonal Past, Cles in Val di Non, Val di Non (Annone,) Trient, Riva and Garda-See (Lago di Garda), Roveredo, raturit to Trient, Botzen, Castelruth, Gröden (Val di Gardena), Enneberg, Brunecken, Pusterthal, Taufers, Antioph. Teffereckenthal, Windisch-Matray, Passof St. Ruprecht, Helligenblut, Rauriser Tanern, Rad Gasteirs, West, Sen, Pass Lueg, Abtenau, Gosau, and thence to Hallstdetr-See, Isoch, Aussee, dunuden, Traunfall and Salzburg. The languages spoken are German in North Tyrol, and Italian in the South. French will not be understood except at the large hotels in such towns as Innsbruck, Bosen, de. The Eliwagen are good, and a separate carriage may be had on all the high roads by paying beforehand the fare for four persons. The fare by Stellwagen is about 1d. per mile.

Money.—For further information on the subject of money, see pages xxxix and xi.

For full information on the Tyrol, we beg to refer our readers to a very concise, useful, and interesting
little work just published, entitled "Guide ro the Tyrol," by R. S. Charnock; to be had of W. J. Adams,
59, Fleet Street, London, E. C.; price 3s. 6d.

# SWITZERLAND AND SAVOY.

(With Map in Special Edition.)

Evvitzerland, or the Alpine country, has been divided by naturalists into seven certons, each specially rising above the other-the first, in lowest of which terminates at the height of 1,760 feet above the level of the sea; the second, or region of oaks, reaches the height of 2,800 feet, and is succeeded by the region of the birch, which rises to 4,000 feet. The higher Alpine regions commence Along the chain of the Alps, from Mont Blanc to the frontiers of Tyrol, there are reckoned to be shows 4,000 glacers, many of which are 18 or 21 miles long, 12 to 24 miles wide, and nom 100 to 600 feet thick. Altogether, the glaciers of Switzerland are presumed to form a sea of ice more than 1,000 miles in extent; and from its inexamistible sources flow the waters of some of the principal rivers in Europe. Switzerland is also intersected by mountains, the greater part of which are ramifi-cations of the Alps, whilst the remainder belong to the chain of Jura. From Mount St. Gotbuid- the contrat Alps extend two ranges, which form a mass of the highest mountains in Europe. The snows accumulated on the top of the Alps are continually failing down their precipitous sides into the lower regions, where they often produce serious minry. The chain of Jura presents to the eye of the traveller a deep contrast to that of the Alpa. It stretches in several parallel ridges for about 240 index along the western and north-western frontiers of Switzerland, from the hend of the Rhone, below Geneva, to the banks of the Rhine, castward of Basel, and is clothed from top to bottom with hazurount jone forests.

Switzerland is also pre-eminently a land of takes, the principal of which are the Lake of Constance, the Lake of Geneva, or Lake Leman, the Lake of Zurich, the Lake of Lucerne, and the Lake of Neu-

chatel, with some minor ones.

# DIRECTIONS for TRAVELLERS, and REQUISITES for a JOURNEY to SWITZERLAND.

Average Cost of Living .-- In Switzerland the traveller can manage to live for from 8 francs to 10 francs per day, excluding all charges tor convey ances, horses, guides, &c. A pedistorn fourist can travel for about 7 france, provided he knows German and French. If possible tongets should travel in parties (two or four are the best numbers, as they exactly lift either a one horse or two horse voiture), and make all their arrangements over night. Cold water, &c., should not be taken in large quantities by tourists when heated, and particularly when much tangued. Travellers, in crossing the fact or bridle paths of the passage of the Alps, should be sure to engage a guide. No triveller should attempt to cross a glacier without a guide, and in all cases he should be allowed to take the lead. The usual price for a borse or mule per day, is from 6 frs. to 9 frs., and 1 fr. is frequently given to the man in attendance. The pay to a guide is from 5 to 7 frs. per day, with something to pay his expenses home if discharged at a distance from his place of abode.

Tourists in Switzerland should particularly avoid remaining during night near the embouching of a 'fiver, where it discharges itself into a lake. In case necessity compels the traveller to stop at such a place, he should engage the topmost bedroom in the highest house in the village, and let the windows by the traveller should talle paper, pens, ink, and soap, as they are arricles difficult securaty closed. to be met with. The alpenstock is indispensable upon a mountain journey.

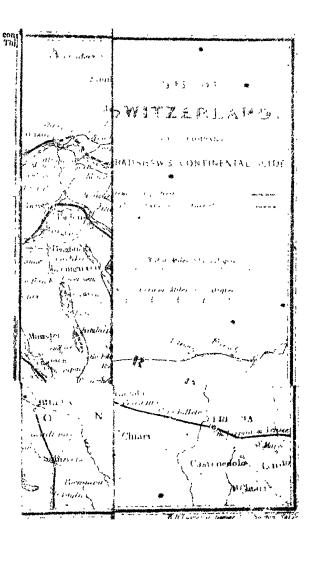
Take as little lugggage as possible, but do not omit a good water-proof coat, and a pair of strong shoes to walk in.

· Now published, Bradshaw's New Llustbattd Handbook for Switzerland and Savoy, with beautiful clear steel engraved map of the country and plans of the Towns, price 5s.: a convenient and portable book, with full and elaborate descriptions, combining every useful imformation suitable for fraveliers of both sexes viewing this delightful portion of the Continent; may be had at Bradshaw's Guing Office in London, and the Provincial Towns and all Bookscilers.

#### TOUR IN SWITZERLAND.

London to Rotterdam Osbend or Antwerp, Cologne, Frankfort, and Freiburg, and from thence to Scheifbausen, Constance, Rorschach, St. Gall, Weisbad, Sennowald, Werdenberg, Ragutz, Pfeffers, Walfonstadt, Wesen-Wesen, Rapperschwyl, Zurich, Zug, Goldau, Righl, Lucerne, Fluelen, Andermutt, St. Gottased, Grünsel Hospiec, Meyringen, Crindelwald, Lauterbruunen, Interlacken, Thun, Berne, Soldfarr, (Soleire), Weissenstein, Blenne, Nentchatel, Morat, Aventium, Freiburg, Lausanne, Geneva, Gerreis, St. Martinny, Graines, Liddes, St. Bernard, Martinny, Trient, Chamounix, Montanvert, St. Gerreis, St. Martin, Guera, Lyona, Paris, and London.

The East Translating, June, July August, and September, are the best months for a tour-



Transport of Lagrana.—By applying at the Test under the traveller may have conveyed by any part of Swiner land. A security will be given up applying the traveller may be a therefore the residence of transit, it the sates and specified will be given up applying the residence of carrier's wangon, or Train Commerce on Reliands to enter I think to Research as the residence of carrier's wangon, or Train Commerce on Reliands.

Conveyances.—There are a number of railways to Switzerland, sink—Luckit to Research as inchested, and the conveyance of the Research as the conveyance of the sate of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance of the conveyance one belonging to the place. Steamers navigate all the chief lakes.

Guides.—As a general rule it may be said they are absolutely recommend in monatain are at any other times than the months named for a tour, since the paths are liable to be able by snow. Their almost invariable honesty and good temper render them on all occasions assets.

Money.—By a decree of the Diet, 1850, the Swiss coinage has been reduced to the same that or France. France and centimes constitute the current money, and in these excepting and kept, the old Swiss abez being no longer a legal tender. Franch. Rapideous and france are the coins the traveller can take with him. English sovereigns are taken at this Swiss Toyads are a wall 25 france. English circular notes, or Bank of England notes, are exchanged at all the chief place resort in the country.

# DESCRIPTIONS, &c., or TOWN

#### Aaran.

The principal town of the Canton Argan contains 4500 inhabitants, and is situated on the right bank of the Asr. It is situated at the south base of the Jura-here partly covered with vineyards. The baths of Schiniznach are about 10 miles distant. The road slong the right bank of the Asr passes several castles. The footpath along the left bank is recommended. It is over the Gisli-Fluk, (easy ascent) which commands a beautiful view of several lakes.

CONVEYANCES .-- Rail to Olten, Bale, Bern, Bell. Lucerne, &c. See page 151.

# Air-les-Bains-Stat .- (Savoy.) -- HOTELS: POSTE L'UNIVERS: GUILLARD,

A watering place much frequented during the senson. Population about 2,500.

The Railway from Aix through Chambery to St. Jean de Maurienne traverses a most lovely and fertile country. This line will be continued from St. Jean do Manrienne by a tunnel, which will be miles long, under Yout Cenis, to join the Susa and Turin Railway.

CONVEYANCES .- Railway, see page 157. Diligences to and from Geneva daily.

STEAMER-See page 181.

# Arth.-Hotel:-Black Easte.

A village at the foot of the Right, beautifully situated at the head of the small Lake of Zo and in the vicinity of Goldan, the scene of the a and in the vicinity of column, was need to the description caused by the fall of the Rossberg moint tains in 1806, when three williages said 450 better were overwhelmed. The extension the light from either of these williages is easy, since the williage occurred to the mode persons of the whole feet commands rich and persons asserts; the description on the other of

From Arth, Conveyances may be Zug and Horgen, see page \$15; on the L Zurich, see mare 183.

### Basie-28,000.-- Hornes :--

Basis, or Basel, it attnated at the been corner of Switzerland, on the lines the Luca, and is made up of warrant figure bordered by mountains covered with e turage. It is the capital of one of the Ru is placed on the Rhine at the point where it northward. It is a well-built and large of sisting of two towns, divided by the Rhi spanned by a magnificent bridge. It comes the Cathedral, built in the Gothic style of tecture, and possessing one of the bigoist id Switzerland next to that of Fraiburg, the via the terrace of which is very beautiful. The li-House, in which is the Hall where the times. statical Council was hold between 185 the Mangra Fisherhof, and the Arment, are visiting, and the brusen for Hollage Fisherhof, and the Arment, are

Roglish Church sprvice twice on Sundains summer.

Within about six index south out to Augst, near the confinence of the Repuls of Bline, are several interesting remains of the town, Augusts Hamperman; and about firms distant, at Arisabetin, in the Hores, wite We boths, and a colobouted gauston, but our English strice, by Baron do Claracae.

The road to Distance through the TE Management Tibe! Is also of the Sanat In Sect

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hetwerp(Heigham)	See No S. Rice, to Cologne; thence as per Itinerary of			- }			1	. II. M	1		
	Routes to Antwerp, p. 300  a Rto. to Constance, see No 14	2	11	9	3 1	7	9	0 26	9	) 3£	
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	Routes to Calais, p. 264  See No. 30, Ries to Coneva, thence by Dil to Sallenche		15	2	2	14 1	11	0 33	0	0 41	
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picturesque passes in Switzerland, abounding in glons and woody heights, the rocks frequently overhanging.

Chamounix being in Savoy, travellers proceeding thither, by Geneva or Martings, must be provided with the reas of the Sardinian government, unless they hold Burlish Fereign-Office p issports.

Church of England Shavier, twice every Sunday aming the four Summer months.

Baths of St. Gervals .- We cannot leave Chamounix without any Ising the traveller to visit the bath of 5t. Gervais, situated in a beautiful valley (distantationt six miles from Servez on the read to Geneval where excellent accommodation may be had on pensors, where there is always good society. The excursionist cannot choose a more charming spot for visiting this commute scenery. It enords delightful walks for the convalescent, and one of the pleasures of the place is its solitude amid scenes serwild and Teautout. To the Turth are the readles of I are us (720 feet also o the level of the seal; to the east the pavilion Belle Vue, companding the most magnifect view of the valley of Chancounix; to the west Mount Joh (3209) feet), and to the south the Coloin Lon Hon.me.

Three diagences per day from St. Gervais to General, and receives. Board, ledging and baths included, 8 ars. per day (6s. 5d.)

# Coire (Chur, German) -- Hotel :--

LA CROIX PLANCILL -- CAPRILOUND for lest. It occupes a parmesque site on the Hessir. about two tailes from its confluence with the Linne, and on the great thad to Italy by the spluggen and Bernardico, and contains a reputation of 5,000 inhabitants. The public places worth visiting are the Culicdral, Luit in 780- in it are some very fine nonuments; the Episcopal Palace, containing a very large number of paintings; the Catholic School; the Town-hall, containing the public library; and the Lyceum. The Roman Catholic Church, out do the city gates, is remarkable from its extreme antiquity, part of it duting from the seventh century. The Romansch, a dialect of the Latin, is still spoken in this vicinity, and a Remarket newspaper is published here. The environs of Corro are worthy the tourist's attention, and command fine views of the Galanda. as well as of the mountains on the valley of the Rhine, with the glaciers of the Bodus. The Cascade, the baths of Luth, the fountain of Aroschka, and the valley of the Albaia, form delightful excursions from Coire, and will well repay a visit.

CONVEYANCES.—Diligences daily over the Splugen to Chiarenna, over Bernardin to Beilluzona.—To Wallenstalt to meet the Steamers to Zurich. Rallway, see page 154.

Constance.—Horecs:—Brochet; Post; De-

Constance is an important town of the Grand Duchy of Baden. It contains a population of 8,000 souls, and should be Swiss, from its natural position. It is very pleasantly situated at the point where the Enline issues from the Lake of Containce to enter the lower take, or Lake of Zell. Containce is in a

very neglected state, and contains a number of deserred convents; its mills are of a singular rope struction; its edifices and institutions are worthy. the traveller's notice, particularly the cathedral-Gothic building -the summet of which commands very fine view; the carving of the doors is much admired. In the council-hall, (Conciliums Saul) by the Steam Pier was pronounced the sontenes? against John Huss, who, as well as Jorome of Prague, was hard alive by a decree of the famous council of Constance. The serge munile worn by, Huss as he went to the pile, is still seen. Church of St. Munico, the dominican convent, where Huss was imprisoned, wherein is seen the eptaph of Chrystolera, the fermer college of the Jesuits, the episcopal palace, the arsenal, and the chancery house, in which are some rare and value? able manuscripts. In the earthers are several interesting places, participarty the spot where Hus softered, in the suburbs of Brahl.

The northern bonds of the lake are flat; but in south on sale presents a series of picturesque views haven; the mountains of Appendel and St. Callingeries with those of the Tyrol, in the back ground. CONDEARCES. for Steamers, see p. 187; but Dillioners, see p. 22.

Cormayeur. Power Royals—At the foot of the south side of Mont Blanc. About 25 miles from Jost 1 occ and excellent curlings or oil. The views of the Colon Genthand Mont Blanchselt erranger by those. Many travelless consider the situation of Cormey, man for the Scale to Chamounk; but the badder food if the Junes is are at markets. The Passages of the lettle St. Bernard commences at Pro Salbutter about a lease from which to make excursions.

Pluelen. Hortes: -Croix Blanche; Adier.

A village at the south end of the Lake of Laccene. The scenery at this end of the lake, commonly called the Bay of Ut, is the grandest in Sutterland, if not in Europe Tell's chapel, erecised on a plete of tock, is a compensions object pay approaching Finelen. Altoif, is two miles from Turclen, on the St. Gothard route. A diligence leaves for Mian, through St. Gothard and Bolling, zone, immediately on the arrival of the morning means of reaching Italy.

Finelen is the principal station for the birehor-es, at the Hotel de l'Aigle.

Tarif of prices for the life of horses, for passed Mont St. Gothard: "For 2 horses, form Fluell to Hoysenthal, 30 ir.; to Airolo, 60 fr.; to Rato 75 fr.; to Bellinzona, 100 fr.; to Magadino, 115 to Lugano, 125 fr.; to Coruc, 150 fr.

For Steamers to Lucerne, see page 189.

Preyburg.-10,000.-Hotel.-

ZABRINGHER HOF-good. HOTEL DES MARCHA-cheaper.

HOTEL LEMORICIER, good second class house. The Canton of Freiburg is attuated in the warm portion of Switzerland, between Berne Vand, is traversed from one and to the wheel

the river Sasrine. Freiburg, the capital, is partly built upon the bank of the Saarine, and partly upon the declivity of a rock. The principal buildings are the Cathedral, or Eglise de St. Nicholes, containing the richest toned organ in the world; It also possesses the finest bells in Switzerland, and has a magnificent steeple. Over the principal representing the Day of Judgment; the Hotel de Zahringen, the Collége des Jésuites, (now the Cande Bienfalsance, and the suspension bridge thrown meross the Saarine, remarkable for its great length and great height above the river; it stretches across a gorge 160 feet deep, and has a span of 902 feet. There is a second suspension bridge, lefty and light as a spider's web, but able to carry waggons. Half the town lies 600 or 700 feet lower than the other. Best point of view is from Zahringer hof. Freiburg also possesses a great many religious and educational establishments. Its charitable institutions are also worthy of inspection. The Place des Tilleuls, or Limes, so called from a lime or linden planted here in 1476, the day on which Charles the Bold was defeated at Morat. The valley of Gotheron, a suburb of the city, contains an aqueduct 1,000 feet long. The village of Guggisborg and the baths of Gurnige may be visited from Freiburg, as may also the Hermitage de la Madelcine. It is in the immediate vicinity of the town, on the banks of the Saarinebeing a very curious excavation 400 ft. in height, and consists of a church, surmounted by a tower 80 feet high; it also has a kitchen and a cellar, with porches, chambers, and staircases. The founder and builder of this grotto, John Dapre of Grayéres, was drowned in 1708, whilst assisting some strangers across the river. The Abbaye de la Hauterim, founded and richly endowed by William de Clare in 1137; the Chartreuse de la Valsanite and Morat—the scene of the famous battle-are worth a visit, and will well repay the traveller a short analysis of its architectural beauties and chaste structural design.

CONVEYANCES.—For Diligences, see page 226. Geneva, 30,000, (With Map in Special Edition.)

-Stat. Horels:-

MOTEL DES B. ROUES -- a first class hotel for families and gentlemen.

Marke DE L'ECU-first-rate, and equal to any in witzerland.

HOTEL DE LA METROPOLE, an immense house, newly opened, with 180 rooms, elegantly fitted up with all English comfort. Mr. Wolbold speaks English.

HOTEL DE LA COURONES-a quiet, comfortable, and resemble house.

Genera is a very small canton at the south-westwin corner of Switzerland, almost entirely separated from the other cantons by the territories of Sevoy stock at the Ville de Paris, 67, Rue de Russe, and France. It has far its capital Geneva—a town i Maison Blaim Frères. tern corner of Switzerland, almost entirely separated from the other contons by the territories of Sevoy

situated on the slopes of two hills, divided by the Rhone, where it issues from the lake, forming in its course two islands, on one of which stands part of the town; and the other contains a fine premenade planted with trees and ornamented with a statue of Jean Jacques Rousseau. The two banks of the river and the island are now connected by a suspension bridge; and a handsome quay, studded with fine buildings, lines the river. The city has lately laid out a Jardin Anglais close to the Lake, with beautiful walks and fountains; immediately in front of the Hotel de la Metropole. The streets are in general wide and commodious. The principal buildings are the Church of St. Peter, the Townhall, the Hospital, the Museum of Fine Arts, the Museum of Natural History, and the Penitentiary. The Academy, founded by Calvin—the Library or Reading Room, containing 30,000 volumes, a handsome post office, and the several scientific institutions are also worth visiting.

The environs of Geneva are delightful, particularly Chenes, Cologny, Carouge, Versoix, Ferney, the celebrated residence of Voltaire, and to the "meeting of the waters," the Rhone deep blue, and the Arve white from the glaciers -one of the prettlest little spots in the neighbourhood-one mile from the town. About 45 miles south-east of Geneva is Mont Blanc, on the south side of the valley of the Arve. Both Geneva and its immediate vicinity are celebrated as being the retreats of very many illustrious characters, such as Voltaire, Cal-vin, Cassaubon, Rousseau, Necker, Beranger, the Baroness de Stael, Byron, Marie Louise, Josephine, &c.

#### DIRECTORY OF GENEVA.

BRITISH CONSUL, Cap. A. Pictet, 3, Quai de Mont Blanc .- AMERICAN CONSUL .- Mr. Vullier, No. 3, Corratorie.—French Consul, Le Chevalier Denois. Grand Quai, Maison Bonzon. -- SARDINIAN CONSUL. Le Baron Michaud, Square des Contamines.

BRITISH CHAPLAIN, Rev. H. Downton. Divine Service 111 morn. and 3 afternoon. Supported by voluntary contributions.

House Agent, John Monroe, English Newsroom. BANKERS .- Messrs, Lombard, Odier, & Co., 237. Corraterie.

English Chemist and Druggist, 1, Place des Bergues — George Baker, Sods, Saratoga, and Mineral Waters. Prescriptions accurately prepared.

Tuition.-German and French taught by Dr. Deppe, a native of Hanover, of many years experience.

Watchmakers and Jewellers.—Messrs. Ad. Lang & Padoux, No. 171, Grand Qual. A large assortment of ladies' and gentlemen's watches and jewels of the latest and most tasteful description. Singing BIRD DONES, pocket chronometers, FOR HORSE RACES, &c. English spoken.

Patek, Philippe & Co., Geneva. Watch Manufacturers; honoured with medals from the London, New York, and Paris Universal Exhibitions. Plain and complex watches and 1:000m.th; definitively regulated for the pecket.

Watchmakers and Jewellers. -Messrs. Baudin (Brothers), Grand Quai, facing the Jardin Anglaismanufacturers, have a splendid assortment of Watches and Jewellery of the best description; the same house in Paris, 7, Rue do la Paix.

George Roch, 183, RUE DU RHONE, has a large and choice stock of all the newest Jewellery, Enamel Paintings, &c.; and manufactures entirely on the premises, the best Geneva Watches of all kinds. from the smallest to the most complicated. W.B.—
All his goods are marked in plain figures and as moderate prices; recommended in Murray's Handbook.

Watches and Jewellery.—A. Malignon, 11, Rue de la Corraterie—1st. floor—one of the most respectable and oldest manufacturing establishments in Geneva.

Cigars and Tobacco.—Clerc-Bonnet, No. Place des Bergues. One of the hast houses on the continent.

Cigars -- Messrs. Wistaz & Co., No. 70, Rue Carnavin, importers direct from the Hayannah.

Eau de Cologne.—Jean Ant. Farina.—Mr Pfister? Perfumer, Rue du Klozi.

CONVEYANCES.—Steamers, see p. 190. Railways, see p. 50. For Diligences, see p. 226. Cab Farss, 2 fra for every hour, and 50 c. for every carter over an hour.

From GENEVA	Hineraries of the most Direct Routes from GENEVA to the following Alphabetical			RI	18.	_	l		Œ.	
to	List of Towns.	lat	Clas	s. 2	nd (	lass	Ex	p.	Occ	y.
1 Bale,	Via Berne, per Diligence or Steamboat to Morges, and thence by Rail and Steamboat by Lakes of Neufchatel and Blenno-and Central Swiss Rail-	1	<b>8.</b> C	ا	£	i d.	h. :	m,	H. 1	
2 Berne	way, see page 151	1	13	1	1 ' 0 1	7 3 3 0	 16	15	28 17	7
3 Calais	Paris, see No. 15; Calais, see page 14	4	16	3	8 1	2 8	30		43	
4 Chambery		0	11 1					0		
5 Chamouny		0	12	В	0 1	8 8	-		11	80
6 Civita Vecchia,		ı		1				- 1		*
(Rome.)	steamer in 34 hours, see page 190; to Rome									
	per rail, see page 169	5	17	7)	3 1	9 7	56	25	61	44
7 Florence	Leghorn, see No. 10; Florenco, see page 168									
8 Genon	Turin, see No. 16; Genoa, see page 159									
	a Diligence	-	71	1	9 1		8		3	.0
0 Leghorn	Genoa, see No. 8; Leghorn per Steamer in 9 hours, see page 190	4	9 1	ıl.	2 /	7	81	25	3	Á
(	a Calais, see No. 3; London via Calais and Dover,			1	•	•		-	750	7
1 London	sce page 185		4	oi .	4 13	10	85	10	50	1
(	b For other Routes vide those given under Bale		-	١.		_	-	-	-	ü
2 Lyons	By Rail, see page 50	0	14	6l ·	0 1	0		30	. Š.	eŭ
3 Milen	Steamer and Diligence	2	9 1	3	3 1	3 8	-	-	55	0
	Per Diligence				0 1	. 6			.10	30
STATE	Lyons, see Mo. 12; Paris, see page 45	3.	8	3	2 9	9	23			輔
S. Carrierons	Per Dilgence	1	19	1	2	. 2	18		1	9

Geneva, Lake, or Lake Leman, a beautiful expanse of water between Savoy and Switzerland, in a Valley which separates the Alps from the Jura Mountains. Its length, from the City of Geneva to Villeneuve, is 54 miles, and its breadth in the widest part about 13 miles. Rowing boats for the lake 75 cents per hour without boatmen; 2 frs. per hr. with.

# Interlachen .-- Hotels: --

Is situated between the Lakes of Thun and Brienz, with numerous Pensions. The situation is one of the best in Switzerland, having (all within the elecut of a few miles) two of its most celcbrated waterfalls, Gieshach on the lake Brienz, and Staubbach in the beautiful valley of Lauterbrunnen; the gladers of Grindelwald, the mountain Faultorn, and the Wengern Alp, the finest pass in Switzerland, with respect to near and dis-finct views of the Alps. Good small reading room; best place to buy the beautiful wood carvings.

CHURCH OF ENGLAND SERVICE twice every Sunday during the summer months. Supplied by Colonial Church Society.

Conveyances. - Steamers on lakes Thun and Brienz, see page 194.

#### Lausanne. -- Stat. -- 16,000 -- HOTEL.

HOTEL GIBBON. -A first-rate house in every respect, highly recommended. Proprietor, Mr. Ritter.

The capital of the canton of Vand, beautifully situated at a short distance from the northern shore of the Lake of Geneva, occupies three hills, and the intervening valleys. The entrance of the city from the Genevese side is through the Rue de Grand Chêne; and this sircet leads to the Place de St. Francois-the chief seat of resort in Lausanne. The streets are ill-pived, up and down and crooked; there is a good market place and coin market, and handsome stone bridge over a valley conpecting two of the tidges or hills. At the opposite side of the Place de St. François, and in a direct line with the Rue de Grand Chêne, is the Rus de Bourgs, in which street are situated most of the principal hotels. The Cathedral, formerly l'Eglise de Notre Dame, founded about the year 1000, and co secrated in 1275 by Pope Gregory X., took very mixed structure, and from its terrace a very fine view may be had. It contains a white marble monument, erected to the memory of Henrietta, first wife of Lord Stratford de Redeliffe, late Sir Stratford Canning. The Museum is worth a visit. Two miles from Lausanne is the Cemetery of Pierre de Plain, in which the celebrated tragedian, John Komble, is buried.

Church of England service twice on Sundays. CONVEYANCES .- Diligonces, see page 231. Railway, see page 156. Steamers, see page 195.

Lauk. or Loeche. - Horels: - Ballivuz, MAHON, BLANC, FRANCE and DES ALPES.

A ridage in the valley of the Rhone, on Church of England Service whilen good without a good inn. The during four summer months.

warm baths of Leuk are situated at the foot of the Gemmi, nine miles north of the village, and are frequented chiefly by the natives of Switzerland, and by them held in great repute, and will astonish the British visitor; the Echelles or ladders up the face of a precipiece, are also very remarkable. The pass of the Gemmi is in many respects the most wonderful in Switzerland, the road winding down a precipitous rock, and often projecting over the path immediately below. The height of the pass is 7,000 feet, and is practicable for mules.

A new splendid Carriage Road has been lately constructed from Leuk to the baths, and wonderfully romantic. Horses may trot the whole distance.

#### Lucerne. - Stat. - HOTELS: -

The capital of a canton of the same name, situated at the western extremity of the lake o the forest cantons on the Reuss, which divides it into two parts at the foot of Mount Pilate. The situation of the town is highly picturesque, and it is well built. Its most remarkable objects are the three Bridges over the Rouss, two of them decorated with historic and legendary paintings, and the wounded colossal lion, (from a model by Thorwaldsen,) in memoryof the Swiss guards, at Paris, in 1792. It has a Cathedral, several Churches and Convents; that of the Jesuits has been converted into a The weekly corn market lyceum or college. is one of the largest in Switzerland. It has no particular manufactures, but a considerable trade is carried on between this place and Italy and Germany, over Mount St. Gothard and the Lucerne Lake. Population about 10,000. It is 30 miles S.W. of Zurich, and 42 E. of Berne. It is the best starting place for a visit to the Right, distant about 10 miles, by the steamboat to Weggis.

The lake of Lucerne is perhaps the grandest in mountain scenery in all Switzerland. To the Bernesc-Oberland the steamer should be taken to Stanstad, thence through the vale of Surnen to Lungern, whence mule road over the Brunig to Meyringen. Or steamer to Flucien, whence diligence over the Devil's Bridge to Hospenthal; thence to Grimsel-Hospice over the Furka Pass, and by the glacier and source of the Rhone, is a day's journey on foot or with mules. Hence to Meyringen or Reichenbach, is an easy day by the wonderful fall of the Aar at Handeck. From Meyringen to Grindelwald over the Scheideck, one day. The glaciers of Grindelwald, the gigantic mountains, the highest of this branch of the Alps from which they issue. and the proximity of the Faulhorn, form the chief points of interest. There is an inn at the top of the Faulhorn, should the traveller desire to see the sun Ulric Bohren, of Lucerne, is an excellent guide, very intelligent, and possesses a complete knowledge of the Botany of the Swiss Mountains. from Grindelwald to Interlachen, distant about 12 miles, there is a char road; or by the Wengern Alp to Lauterbrunnen, and thenceto Interlacken, 20 miles the traveller will find much to repay the detour, the gigantic Jungfrau almost overhanging the path.

Church of England Service twice overy Standay

LOCAL EXCURSIONS.—1. By steamer to Stansfad:

Tow boat (half an hour) to the Rotzloch.—a defile
little known. 2. By steamer to Klissnacht; thence
by omnibus to Imensee, on lake Zug; steamer to
Arth; carriage from Arth (2 horses, tariff 20 france)
post Luke Lowertz to Brunnen, on lake of Lucerno.

3. By steamer to Stansfad; thence by carriage
(tariff 20 france) to Engelberg, at the base of the
snowy Titls; 11,414 feet above the sea.

BANK AND EXCHANGE OFFICE.—Messrs. Frederic Knorr and Fils.

Conveyances.—Railway, see page 150; Diligences, see page 232; Steamers, see page 199.

Magadino .- See page 363.

Montreux is a village situated near the eastern extremity of the Lake of Geneva, about half way between Clarens and the Castle of Chillon.

The spot is one of the most lovely in Europe. Being on the slope of a precipitous hill, it is completely seletered from the north and east whids, and having a south and west aspect the climate is very mild especially in the spring. It is much sought after as a winter residence by invalids, and is becoming a place of much resort. Houses are now rising very fast, but by no means keeping pace with the demand.

Charlan,—The Rev. S. R. Stock. Divine service is held in Montreux Church. In the winter at 113 a.m. and 3 p.m. In the summer at 11 a.m. and 5 p.m. The Sacrament is administered on the first Smidly in the month.

# Martigny-Hotels:-

GRANDE MAISON, and CLERC.

A small town in the Canton of the Vallais, situated at the foot of the passes of the Tête Noire and the Col do Palme, leading to Chamounix, and also near the foot of the great st. Bernard. It is about 9 or 10 hours' walk hence to the monastery. Martigny is on the Simplon road into Italy. Diligences pass daily from Geneva and Lausanne.

English Church service twice every Sunday

From Martigny to Villeneuve, at the east end of the Lake of Geneva. Railway from Bex to Villeneuve. About four miles on the road is the splendid warerfall of the Pissevache, one of the most imposing in Switzerland. The valley of the Rhone, from Martigny to Villeneuve, through St. Maurice and Bex, is replete with all that can constitute picturesque seenery—the Dent du Midi and the Dent de Morcles, crowned with snow, being conspicuous objects on each side of the valley. Along the valley of the Rhone, from Martigny to Brieg, at the foot of the Simplen Pass is about sixty-five miles through Sion, Sierre, Leuk, and Visp. These towns have an air of decayed splendour; and the scenery around, from the width of the valley, does not partake of the usual Swiss character.

At Brieg, the ascent of the Simplen begins at Succ, and is a continued steep to the summit, car-

ried round the edge of precipices, and frequently through tunnels blasted in the rock. Houses of refige are erected at frequent intervals, to prefect travellers from the avalanches in spring. At the village of Simplon, a little beyond the summit, is a rude, but clean and comfortable, inn. The descen from Simplon, through the gorge of Gondo, into Italy, is perhaps univalled for sublimity and wildness of scenery, and a triumph of engineering skill. At Isolla, the Sardinian custom-house is situated; soon after which, at a sudden turn of the road, the Val d'Ussola bursts upon the astonished gaze of the traveller. The transition from the snows at the summit of Simplon Pass to the sunny climate of Italy, in the course of a few hours, is truly marvellous.

From Iselia, the Sardinian frontier, through the thoroughly Italian town of Dono d'Ossola, to Baveno, on the Lago Maggiore, is nearly forty miles.

The diligence can be taken from Martigny to-Brieg, there stay the night, and in the marriage from Brieg to Domo Dossola over the Simplon in a small carriage. From Domo to Arona the diligence may be taken. From Martigny to Brieg the diligence occupies about ten hours. From Brieg to Domo twelve hours.

The Great St. Bernard. 30 miles from Martigny, is so much visited by travellers for the romantic beauty of its seenery, that we devote a small space to a notice of it. The summit is about 11,000 feet. above the sea, and 8,000 feet is the height of the highest pass. The monastery erected here has existed under thirty-four superiors for over nine centuries. The most elevated part of the passage of the Great St. Bernurd is a long and narrow valley, whereof the middle is occupied by a lake, at the eastern extremity of which is the Hospice, built on the site of the ancient Roman redoubt of Sto. leare; and at the opposite side, towards Italy, is the Place de Jupiter - a small plain-wherein once stood a temple dedicated to that deity. The convent was founded in 962 by St. Bernard, since . which it has remained unchanged in its rules, and unrivalled in its hosptalities to strangers, who, with their mules or horses, are gratuitously entertained for three days. Tourists ought to leave in the Convent box at least as much money as they would pay at an hotel, as poor travellers are lodged and fed grainitously summer and winter. The bodies o. those who have died on the mountains are to be seen in the Margue in a state free from decomposition The chain of Alps in which Mount St. Bernardis altuated has witnessed four military expeditions, viz, those of Hannibal, Charlemagne, Francis I., and Napoleon. The latter crossed Mount St. Bernard immediately before his descent into the plains of Lominady, where he fought the battle of Marengo.

#### Meyringen .-- Hotels:--

HOTEL SAUVAGE-COURONNE, comfortable

A thoroughly Swiss village; a central point for many of the most interesting excursions in the Oberland. The only carriage road from it is to Brienz, along the beautiful vale of eyringen, abounding with waterfails. A steamer plies daily on the lake between Brienz and Interlachen, calling at the Glesbach Fall.

: English Church Service twice every Sunday during the season Donations in aid of the fund for supporting this little church will be gratefully received.

Meyringen to Engelberg. An excellent and comfortable little hotel will be found in the Engotlen Thal, close to the top of the Jock Pass. Capital head quarters for visiting the magnificent neighbourhood. This is the best starting place for ascending Mount Tilles. Trustworthy Guides are obtained at the Engotlen Hotel at a third of the cost of the se from Engelberg, and the cost of porters carrying up provisious, &c. is all Saved.

From Meyringen the Lake of Lucerne may be reached in one day, over the lass of the Brung to Langern, and thence along the lovely pastoral vale of Barnen to Stanstad, or Beckenried, on the Lake of Lucerne.

The pedestrian will find the route from Meyringen, by the Sheldeck, to Grindchwald, one of the finest excursions in Switzerland, pa-sing the Falls of the Reichenbach and the glacier of Rosenbaui. A good Pedestrian will readily walk from Meyringen to Grindchwald; and he will find provisions at Rosenbaut and at the Châlei on the top of the Sheldeck.

From Meyringen to the Hospico of the Grimsel is but 23 unles by the splendid Falls of the Aar, at Handels, where is a good challed, where comfortable refreshment may be obtained. From this point, to the surumit of the Grimsel Pass, vegetation gradually ceases, and the road is carried along the precipitous rocks for many milles, the river Aar foaming beneath, Avoid staying at the Village of Guttanen, on the way up the Gilmsel Pass, as the "Inm" is described as a "comfortless place," and the people extortionate.

The lim, at the Hospice of the Grimsel, 6000 feet above the see, far removed from any human habitation, is now re-built, and is a welcome sight to the weariest traveller in this bleak and stelling region. It is inhabited only in summer, but in the season is a constant resort for travellers, connecting the four of the Oberland, by the Furca Pass, with the great St. Gothard route to Italy, and the Lake of Lucerna.

Moutier.—Hotel:—Maison De Commerce. A good resting-place between Blenne and Basle in the Munster Thal. The Hotel de la Couronne, good and moderate.

. Moufchatel.-Horsts: -Des Alpes, best.

Menchatel is a small cauton situate among the ridges of the Jura, between the lake to which its gives its name and the borders of France; and is composed of six or seven valleys, the principal of which are the Val Trams, the Val de Sagne, and the Val de Ruz Neguchatel, the capital, is a well-built and thriving youn on the slope of a hill, at the

mouth of the Seyon. It contains several remarkable buildings, particularly the Chateau, the ancient residence of the princes of Neufchatel—and the Cathedral, a Gothic building, erected in 1161, adjoining the Chateau.

The chief article of exportation is wine, produced from the neighbouring vineyards; it is much estecmed. There are also printed ections and linens made here; but the pruncipal article of manufacture is watches. Population about 8,000.

The environs of Neufehatel are worth visiting, especially the Abbayo de la Fontaine André, laif a league distant; the Rocnet de la Tablette, and the Jardin du Chanal and a beautiful drive fours) through the gorge of the Jura to Salins, from whence there is a railway to Paris Lyons, &c.

Converances.—Diligences, see page 234. Steamers on the lake, in connection with the railway from Yverdun to Lausanne and Morges, see p. 202.

Ouchy .- Hotel :- Large and New Hotel

A small village on the Lake of Geneva. The steamers land the passengers here for Lausanne see p. 192. Omnibuses to and from Lausanne, in connection with the steamers on the lake. Fare if r.

Pfeffers, 2½ miles from Ragatz, one of the most remarkable spots in Switzerland, which may be considered one of the most tremendous representations of the infernal regions, and must be seen to be appreciated. Good winding path; voltures,5 frs.

There is a regular English church service every sunday at Hot Rugatz, 10.30 a.m., 5 p.m. The chaplain depends entirely on the voluntary offerings of the visitors.

A few hours further lie Coire, Reichenan, and the Via Mals, the most tremendous in sublimity of all the Alpine passes, and one of the most traversed. Superb road, totally free from danger, but carried through a surprising mountain fisure, above the Rhine. From the Lake of Constance, St. Gall, and the Tyrol, is also one day's journey to Ragatz, through the noble Rheinthal.

Conveyances.— Diligences morning and evening, daily, to and from Zurich, Wallenstadt, Innsbruck, Brunnen, (Lucerne), Bellinzonu, Como, &c.

Ragatz.—Hotel Tamina.—Hof Ragatz.
A remantic vilinge, population 1000, with fine hotel, in the grandest mountain scenery, on the direct route between London, Zurich, and Italy, the Lake of Come, Milan, &c., the shortest route to the latter: Bale to Zurich, 7 hours, and from Zurich, a short days journey, by 8. am, seean and diligence in correspondence, crossing the majestic Lake Wallenstadt, from which Ragatz is but two hours' drive. Ur, a day and a half from Lucerne, by Horgen on Lake Zurich as before, or, by steam, a.m. and p.m., to Brunnen on the Lake of Lucerne, and diligence in correspondence 26 Uznach, Wallenstadt, and as before.—The tourist should explore the wonderful gorge of Pfeifers, see above.

Reichenau, a few miles beyond Pfeffers, on the road to the Splugen Pass, at the confidence of the Hinter and Vorder Rhine; beautifaily situsted, with a clean primitive hotel, opposite to which is the house in which Louis Philippe acted as usher in a school, after the French revolution.

Schaffhausen,-Stat.-Hotel:-

Population 9,000, contains little to interest beyond the antique architecture of its houses; two miles from it, however, are the falls of the Rhine, which from the vast body of water, more than from the height may be ranked with the chief waterfalls of Europe.

Conveyances. - Diligencesto Freiburg in the Breisgau, to Bule and to Zurich, see page 238; Steamers on the Rhine, see page 206. Railway; see page 155.

Schwytz .- Hotels .-

Roessel, tolerable.

Capital of the Canton. Population 5,225,

Conveyances .- Diluences to Lucerne, St. Gallen, Uznach, Zug, Zurich, &c.

Soleure, or Solothurn. - Hotels: La COURONNE, good.

Capital of the Canton. Population 4,500. Solenro contains a magnificent cathedral, and an interesting museum of Roman antiquities. Grand view from the Weissen Stein.

In connection with Lausanne by steamer and railway, see page 152.

Splugen .-- Hotel Posts, tolerable.

A village in the conton of the Grisons, near the scurce of the Rhine, and 4700 feet above the sea. Here the roads from Bellinzona, by the Bernardino Pass, and from Milan and Chiavenna, by the Splugen Pass, unite, and one diligence takes the passengers forward to Cone and Zurich.

At Spingen is one of the best country inns to be

found in Switzerland.

The road from Splagen to Coire passes the celebrated defile of the Via Mala, or gorge of the Rhine, where the rocks are 1600 feet above the river, should be travelled through on foot or in an open carriage.

CONVEYANCES .- Diligences to Chur, also to Chiavenna, whence there are diligences to Colico and Bormio.

Stachelberg-Canton Glarus, in the valley of the Lint, four leagues from the town of Glarus; a situation greatly admired for its beauty and retirement, with an hotel, clean and charges moderate.

St. Gall, or St. Gallen .- Stat .- Hotels.

LION HOTEL, very good .- BROCHET.

St. Gall is a large canton extending from the Rhine and the Lake of Constance, to the Lakes of Zurich and Wallenstadt, and is divided into eight districts. It has for its capital St. Gallen, or St. Gall, a considerable town, very industrious and commercial, situate upon the Steinach, and containing a population of 11,000 souls. Its edifices and institutions are very well worth the traveller's attention, particularly the Abbey, founded at the close of the seventh century. St. Gall. an Irishman, who journeyed into Helvetia, became its pa-The libraries and benevolent societies are well worth the tourist's attention. A number of very agreeable excursions may be made in the vicinity of St. Gall, viz.: to the Convent of Nothersack, the Bridge of St. Martin, the Spire, &c.

Comverances. — For Railway, see page 154.—

Diligences, see page 237.

# Thun. - Stat. - 5000. - HOTEL :-

The chief town of the Oberland, situate upon. the Aar, to the north-west of the Lake of Thus, is one of the most picturesque towns in Switzer land, eighteen miles from Berne. A good point for commencing the tour of the Bernese-oberland. It contains the Military School of the Confederation. Fine view from picturesque church-yard celebrated by Byron.

Conveyances .- Railway, see page 149. For Steam-boats, see page 210,

# Vevay. -- Hotels: --

HOTEL DES TROIS COURONNES .-- One of the heat in Switzerland, a first-class Hotel for families and gentlemen.

Vevay is the second town of the canton of Vand, and is situate close to the north shore of the Lake of Geneva. It contains about 5,000 inhabits ants. It is beautifully and picturesquely situated at the mouth of the Gorge of the Vevayse, and is adelightful and comfortable place for a few days' stay;

Edifices and Institutions.—The Cathedral Church, St. Martin's, built above the town, in the centre of orchards and vineyards. It is a building of the differenth century, and is surrounded by planted terrace, commanding a magnificent view, In this church are burled Edmund Ludlow, the regicide, and Andrew Broughton, who read the sentence of death on Charles the First. There are also monuments to the travelier Matte and J. Martin Convrey, a liberal benefactor to the town.

English Chaplain-Rev. S. E. Blomefield's divine service at St. Claire's Church in the morning at 11: afternoon at 3 30.

American and English Bankers. - Messys P. Kuhne & Co.

Conveyances .- Diligences daily to Berne, Gons. va. and Milan, see page 210. STEAMER daily to Lauranne, Geneva and Villencuve, see page 211. Carriages are easily procured here, with two or more horses, to go to Lucerne -with two horses. 120fr.: time about 21 days, starting early; stopping first night at Freiburg ; next day at Berne ; arriving at Lucerne about 4 p.m. of the third day.

Viesch, in the Vallais. The admirable little hotel, built on the Aggishorn, affords for better and cheaper accommodation than the hotel at Viesch.

This is one of the sublimest points in the whole of Switzerland, above and surrounded by the Alctsch glaciers, and with the snowy sides of the Jung frau; Monch, Eiger, &c., streaming down to your feet. No Swiss traveller ought ever to be within reach of it and not go there. The way is from Viesch up a very steep sledge path.

Villeneuve. - Hotels : -Hotel Du Pont: and others, not very good.

Beauthuly situated, in view of Byron's "little isle," and a quarter of an hour's walk from the Castle of Chillon. Omnibuses to Montreux and Vevsy. Two diligences daily on the Simplon and Geneva roads, in both directions. Population 1500.

Conveyances.—Railway to Bex, see page 152. For Steamers, see page 211.

Church of England service celebrated every Sunday at 101 and 3 o'clock. The British Chaplainey is supported by the voluntary contributions of the congregation.

Visp .-- HOTEL:-- HOTEL DU SOLEIL, VERY GOOD.

A small village in the Valley of the Rhone, from whence horses are taken to visit Zermatt, ten hours journey.

Winterthur .- Stat .- HOTEL DU SAUVAGE

Winterthur is a prettily situated town in the cantion of Zurich, and is met by the exentsionist in his journey from the capital of the cauton to Constance. It is sented in a fertile plain on the river Alach, 12 miles F.N.E. of Zurich. It is an industrious and manufacturing town, containing 4,600 inhabit mis, who profess Protestantism. There is no object to be met with worth the tourist's attention save the new school, whichwill repay a visit.

For Railway to Romanshorn and Zurich, see page 155; to St. Gallen, see page 154.

### Yverdun. - Stat. - 3, 160.

This town is selected as a place of residence, to enable travellers to take exentsions to the several picturesque scenes in the environs, whence some of the fluest views may be obtained, situated at the south end of the lake of Neufchatel. Railwayt Lansanne, and Morges, Lake of Geneva, see pago 156. Diligences, see p. 211. Steamers, see b. 212.

Zermatt.—A small village, now much visited in our square of its numerous glacters, and splended views or Mount Cervin and Monte Rosa. The Pass of the Cervin to Chatillon is practicable for nucles. There are two very fair lines in the village, another on the Rufetberg, from whonce the village, superb. The journey from Vi-p, in the village, will occupy ten hours, on horseback. The roadis very bad in some places, and exceedingly narrow. There is a good in a st Stalden, just half way.

English Church so: vice twice ou Sundays during summer.

### , Zug.-Hotels-Hirsch (the Stag). Ochs (Ox.)

The small capital of the smallest canten of the Gonfederation. It is situated at the east en dor the Lake, and contains a population of 3,200. Itschief edifices and institutions are the Cathedral, the Charch of the Capachin, the Town Hall, and the Arrenal. The remark helps church-yard here should be visited by the travellor.

There are few objects of attraction here. The Capuchin convent and nunnery are worth a visit. Some guide-books attribute a picture in the former to Carracci; but it is not his work, but the work of an infusior artist—Hamingo.

The bone-house attached to the Church of St. Michael, a little way outside the town contains many hundred skulls, each having inscribed upon it the name of its owner, his birth, and death. The churchyard is filled with very nice ornaments. The Cemetery is also well worth a visit, on account of its display of armotial bearings, coats, and crests.

The Lake of Zug is situated parily in the canton of the same name, purily in that of Schwytz. It is four leagues in length by one in breadth, abounding in a species of fish called "redleil," much prized. The vicinity of the Lake affords a facility for many short and pleasant excursions along its borders. For instance, to the village of Cham, the Castle of Hunenberg, the Convent of Francuthal, the Gubel, the Fenter See, and the battle-field of Murgarten, the most interesting of them all.

During the summer months the steamboat on the Luke of Zug runs three times a day in connection with the omnibases conveying parsengers from the stramboats on the Lake of Zurich, and once daily on the Lake of Lucerne, and affords a cheap, quick, and pleasant mode of conveyance for tourists to the foot of the Rigt, the Bernese Oberland, and Lucerne.

Guides for these places may be hired at Zng: Casper Schell particularly recommended.

Conveyances. -- Diligences, see page 241. Steamers, see page 212.

### Zurich. -- Stat. -- 16,000 -- HOTEL: --

Zurich Canton is a country of great extent, beautiful, and fertile, with a dense population, a Protestantund great manufacturing neighbourhood. Zurich or Zurch, the capital, situate at the north-west end of the beautiful and extensive Zurcher-See, where the Limmat gushes from it with a broad and impetuous current. It is built along both banks of the river in a valley hemmed in by mountains. The large town on the right bank extends to the foot of the Zurichberg and the Sussenberg, and contains a great number of sloping streets; and the same is the case with the little town on the left bank, which is built on the hills of Lindenbeff and St. Peter's.

The Library was founded in 1620, and centains about 40,000 vols., several rare manuscripts, many Roman antiquities, and a cabinet of 4,000 medals.

Hutliberg, 3 miles from Zurich, 3000 feet, ascend in an hour, charming view.* Inn at the top.

OBJECTS OF ATTRACTION.—The Cathedral; Library; Asylum for the Blind; Corn Market; Post Office; Cantonal School; Plats Promenade, with Gessner's Monument; the Arsenal; the Museum, and reading room.

Chemist And Drugoist.—Mr. J. H. Kerez. Prescriptions accurately prepared. English medicines of the bost quality.

The Lake of Zurich consists of a great and lesser basin; and is ten leagues in length by one and a half in breadth. The tour of the Lake is very delightful, and may be made either by land or water. Perhaps the most agreed being to accomplishing it would be to proceed in a carriage to Rapperschwyl, where the two basins unite along the south-western shore, (which is so elevated as to command delighter ful views, and leads through several very fine villages), to return also by route to Zurich along the north-eastern shore. There is a road leading from Rapperschwyl to Uznach, a little after than the south-eastern extremity of the lake, in three hours and another to Zurich, as is hours.

English Church service twice every Sunday during sunner.

Convenances—Rail, see p. 155. Dil. p. 241. Str. to Schmerikan; cand boats and diligences thence to Wesen, on Tale Wallenstaid, see Alphabeteal List of Steamers, page 212. By this steamer, the travellers for the Right teach Herzen in an hour, and a diligence takes them to Zag, whence a steamer takes them down the lake to the Arth at toot of the Right have 2 o'cook. Total fact, 5 trans. The Right may be as conded in the same day, the view from the sammit, (where there is a very good Hotel,) is one of the slights of Switze thand. The next day, by descending to Weiges, the best views may be obtained, and thence I as steamer to Jaconne.

Roads over the Alps. - MountCents, situated between Frage and Italy, is travered by difference from St. Jose and Minerome to Surv and vice reast, and from Geneva to Turin. The pass is 6,700 act high, and the road was constructed by Napoleon.

The pass of the Simplon (also by Napoleon) is 6,500 feet high. Diligence from Geneva, Martigny, and Lausenne to Milen. This is, in many respects, the most remarkable road on the Alps.

St. Gethard.—Diligence from Lucerne to Milan-Height 6,800. (See Lucerne.)

Bernardin 7,100 feet; Splugen 6,800 feet-both these passes are traversed by dilligeness from Colra (Zurich and Constance) to Milan, the road separating at the village of Splugen; the latter pass is the most trequented, and the road was constructed by the Austrans to oppose the Swiss route over the Bernardin. The road from Colra to Splugen passes through the Via Mala, a defile of the utmost grandeur, exceeded by mone in Switzerland.

The Stelvio, connecting the Typol with Italy, from Mals to Bormio, is the highest carriage read in Europe, being 8,700 feet high. A diligence or combins russ daily from Collece to Bounds, and time time, a week from Bormio to Mals.

The pass of Ampezzo afords the nearest road from Innepruck to Venice. There is not, however, any public conveyance, and the travelier would find theroute by Botzen, Thent, and Verona (whence there is a rativacy to Venice), more convenient, and superior in attractions.

In winter the Jurney over the chief passes is performed by siches. Besides these carriage roads, the Pass of the Grand St. Bennard, near Matteny, in the valley of the Rhone, has much traffic over it. It is besides much visited on act count of its celebrated monastery or hospital, on the summit of the pass, \$1,200 feet high.

# ITALY AND SARDINIA.

In Italy the Railway is called Strain Ferrata.

Italy consists of two distinct portions-the continental and the insular. The latter includes the three large Islands of Sielly, Sardinia, and Corsica, with the smaller ones of Malta, Gozo, Comino, &c. The continental portion forms a long narrow peninsula, extending from N. W. to S. E., the greatest length of which measures about 695 or 700 miles from the sources of the river Toza to Cape Chuiti in Calabria, or Cape Lucca in Ofranto. The breadth is various; its mortherly measurement, from the western border of Savoy to the eastern border of Friull, being 365 miles; about 275 miles from Mount Genevre to the mouth of the Po, through the middle of Lombardy; 105 miles from the coast of Lucca to the coast of Ravenna; 156 miles from Plombino to Anoma; 98 from the Gulf of Naples to the Gulf of Manfredonia; and only 20 miles as ome parts of Calabia and straits—The superficultarea, including the Islands, is 122,167—English square unles.—The northern border of Italy is formed by the stupendous range of the Alps, extending in a long curve line from the shore of the Mediterranean Sea near Generato the head of the Adriatic. The Alps are connected with the Appenines at their extremity, a smaller but still important range, which stretches in an ununtercupted line, parallel to the shores of the Gulf of Genoa, and then through the peninsular part of Italy to the Strait of Messina, dividing the country into two narrow sections of lowland, which run along from the mountains to the adjacent seas. The great Plain of Lombardy lies between the Alps and the Appenines in Northern Italy, and is traversed by the Po, as also watered by immunerable streams which flow down from the adjacent mountains. The length of Lombardy is about 250 miles from east to west, its average breadth being 50 miles. Many narrow but fortile valleys are enclosed by the Appenines in their progress southward.

Italy is divided into nine Sovereign States, in most of which, with the exception of the porty Republic of San Marino, the government is vested in an absolute Monarch, and is exercised with the

most rigorous despotism.

London to Italy, through France.—The following information will be useful to persons visiting Italy for the first line, as furnishing a programme of the most desirable route.

A Railway communication being now established between Paris and Marseilles, travellers may proceed, by rail and steam, all the way from London to Florence, viz ,- London to Dover or Folkestone, rall; Folkestone to Boulogne, steamboat; Boulogne to Parls, Chalons, Lyons, Avignon, and Marseilles, by rall; from Marseilles, steamboat to Leghorn, and rall to Florence. Persons preferring a land journey to Italy, instead of taking the boat at Marseilles, should proceed thence by diligence to Toulon, Frejus, Antibes, Nice, and along the coast of the Meditterranean to Genoa and Lucca. This route presents a magnificent scenery of wood and water, intersected by very fine roads.

From Lyons, the traveller may proceed by tail to St. Jean de Maurienne thence by diligence over Mount Cenis, to Su.a, from which place he may take the flat way to Turin, Arona, or Genoa. The views by this road are magnificent. The two finest roads in Italy are the Riviere de Ponente or Cornice Pass, from Nice to Genoa; and the Riviere de Levante, from Genoa to Lu.ca, both of which

are on the banks of the Mediterranean, and daily traversed by good diligences.

### MONEY EXCHANGE.

English currency not being understood in Italy, Napoleons and 5-franc pieces are the best coins, as they are known all over Italy.

Sardinia and Piedmont, Duchy of Parma. Same as France.

Loral ardy .- The Lira Austrian or Zwanziger is the current silver coin, value about 84d.; 100 Lira Austrian, are equal to 87 Francs, consequently a Napoleon is worth about 23 Zwanzigers; 20 Krentzers or 100 Centesimi, are equal to 1 Austrian Lira or Zwanziger; 3 Zwanzigers equal to 1 Florin; 8 Zwanzigers equal to 1 Cour Thater. The bills at the hotels are usually made out in French Francs.

Modena .- French, Sardinian, and Paimesan coins are current: the currency of the State, however, is the Lira of 20 Sous, subdivided into 12 Deniers; 100 Liras of Modena are equal to 381 Francs,

less a fraction.

Tuscany .- The accounts are kept in various ways; the legal currency is the Lira. 5 Liards are equal to 1 Crazia; 8 Crazias to 1 Paul; and 14 Pauls to 1 Lira. The Crazia being an eighth of a Paul, is worth about ad. English, and a Dollar, 4s. 54d. An English sovereign is worth about 46 Pauls. or 50 Lira; the Napoleon is worth about 36 Pauls, or 24 Lira. The larger sliver coins are the Colonata or Spanish Dollar (common throughout Italy) and the Roman Dollar, worth each 10 Panis; the 5-Franc-piece is equal to 9 Pauls.

Lucca .... Accounts are kept in Lira, Soldi, and Denari. The Lira is equal to 75 Centimes, or 74d.;

18 Denari equal to 1 Soldo; 20 Soldo equal to 1 Lira.

States of the Church.—The current coin of the country is in Bajocchi, Pauls, and Seado. 5 Quattrini equal to 1 Bajocchi; 10 Bajocchi equal to 1 Paul; 10 Pauls equal to 1 Sculo. A Napoleon is worth 3. Pauls; a Sovereign about 45 Pauls. A Bajocchi is worth about a id.; a Paul = 5id; a Soudo = 48 3id Paper is taken at the price marked, or rather, it is no onger at a discount, as the Government are buyirs if up.

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Naples.—The coinage here is in Grani, Carlini, and Ducats. 10 Grani are equal to 1 Carlino : and 10 Carlini equal to 1 Ducat. The Scudo or Piastra, is here worth 12 Carlini; a Grans is worth rather less than a id.; a Carlino, id.; a Ducat, 3s. 4id.; a Piastra, 4s. The latter coin is marked 120, being that number of Grani, and is in general use.

Luggage.—The Luggage is opened on the Tuscan Frontier; it is advisable to get it plombe, as it saves trouble on entering Florence.

Servants are now charged for in the Bills throughout Italy; in Lombardy, I Zwanziger: Tuscany. 1 Paul; Papal States, 2 Pauls; Naples, 2 Carlini.

Waiters .- The Waiter at an Hotel is called "Cameriere," and at a Cafe, "Bottoga."

Passports.—See pages xxxiii to xxxviii. At Palanza, on the western shore of the Lago Maggiors in the Sardinian dominions, there is a resident Austrian Consul; travellers for Italy can obtain the visa to their passports.

Frontier, and Custom House,-In the Papal States the Custom House regulations are less severe than in the other States of Italy, and a small fee of a couple of Pauls will save the traveller much inconvenience. As books are the particular object of enquiry, caution should be observed in their selection.

Travellers on the shores of the Lago Maggiore should be apprised that the eastern side being within the Austrian dominions, and the western being part of the Sardinian dominions, baggage and merchandise on being landed at Intra and other places on the western shores, is liable to be searched and duty levied. Horses, as likewise articles of plate, are treated as merchandise, and are charged with a high duty—as much as 33 francs per house being levied. This duty, however, is returned at the frontier town on quitting the Sardinian dominions—as, for instance, at the foot of the Simplon in taking that route.

### DESCRIPTIONS, &c., OF TOWNS.

Acqui.—Stat.—8,300.

An ancient city situated on the right bank of the Bormida, and celebrated for its warm springs, which are efficacious in the care of gout, rhoumatism, paralaysis, contractions (i the limbs, &c. The Duomo, or Cathedral, is the only building worthy of notice; it is a noble edifice of the 12th century. There are numerous Roman antiquities here, among which are the remains of an aqueduct, several reservoirs, &c.

CONVEYANCES.-Railway to Alessandria, Arona, &c. See page 162.

Alessandria. - Stat - Inn: - Albergo Nuovo. An ancient city situated near the confluence of the Tanaro and the Bormida, the most remarkable monument of the Lombard League, once so powerful and so memorable. Its very strong and mod an citadel is the most prominent and interesting object to be visited. Alessandria has a fine Ratiway station.

Conveyances.-Railway to Turin and Genoa. See page 158. To Arona, see page 163.

Ancona .- Hotels: - Hotel Royal; de la Paix; and Grande Bretagne.

Ancona is a city and seaport town of the Roman States. It is an episcopal see, and is built in the form of an amphitheatre, on the slope of two hills rising from the shores of the Adriatic, 132 miles north-east of Rome. It is a busy commercial town, in which is erected a citadel. Ancona also possesses a very fine harbour and quay; the former is formed by a pier 2,000 feet in length, 100 in breadth, and 65 above the water, having at its extremity a lighthouse with a revolving light at the and. Its population is about 35,000, a large proertion of which are Jews, Greeks, and Moslems. it is divided into two portions—the Citta Vecchia and the Citta Nuova. The former occupies the highest grounds and is inhabited by the poorer classes: the latter is situated in the lower slopes. and along the shores of the sea. The city contains

some fine buildings, but they are badly arranged. it contains a famous port; it has two moles-one erected by Trajan, and the other by Clement XIL The triumphant arch of Trajan, which has been pronounced the finest marble arch in the world, is worth attention. Within the harbour is the lassretto, built in the form of a pentagon by Clement All, in 1732, and completed by Velletellin. Traveilers landing at this lazaretto from the Levant or Greece, may shorten their quarantine by going through the Spoglio, or Bath, as it is called.

Converances - A diligence leaves Ancons for Rome on Tuesdays at noon, and on Saturdays at 9 p.m.; and for Ferrara and Bologna on Tuesdays at noon, and on Saturdays at midnight.

STEAMERS, Sec page 182.

Arona. - Stul. - 2000. - Hotel: -

HOTEL ROYAL.

HOTEL D' ITALIA.

Situate on the Lake Maggiore, 30 miles N. W. of Milan. It is a small, but well-built commercial town, and possesses a ruinous castle; but is more particularly renowned for a large statue of San Carlo Barromeo, saised by the inhabitants of Milan in 1697.

Conveyances.—Railway to Alessandria, see page 163. Diligences, p. 215; Steamers, p. 182.

Asti.—Stat.—INN: Albergo Reale

A city of ancient celebrity, with a population of 22,000, situated near the confluence of the Boriors and Tanaro, surrounded by picturesque risings and hills. It has many churches, none of which are particularly remarkable.

For Railway, see pages 158 and 159.

Bassano.--Horeis:

La Luna and St. Antonio.

12,000 inhabitants. Here are manufactured the fine Italian straw-hats; there is a very fine bridge over the lirents. In the house of the great sculpto Canova, are preserved many treasures of art, at

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his birth-place, Posegno, about a league distant, is seidom left unvisited. Many pictures here by Bassano. Beautiful environs.

Baveno .- Horki :--

DE LA POSTE, close to the lake. HOTEL LA PORTE.

A small village on the Lake Maggiore, of no importance but at a posting stricm on the road to Milan, and trom its proximity to the Borroman Islands. The Isala fields is about half an hour's row from Bayerne. On this isaland the Palace and Gardens of the Count Borrome o are situated, and Hiberally shown to strangers. The gardens are raised on terraces cut out of the solid took, and, at immense cost and labour, it unslotmed into a profife only tenting with aromate odoms of oranges, citrons, and tropical plants in the open air. The Isala Madio is also well worth visiting.

After visiting the Islands, the boat should be taken to Palanza, one of the railing places of the steamer which navigates the labo daily, from Magadino, at the northern or Sweend, to Secto Calende, in the Austrian territory, at the south, from which

there is a conveyance to Milan.

Travellers set ununc to Switzerland can precent telests on board the steamer in correspondence with the differences from Bellinzona, by the St. Gothard Pass, as far as Flucien and Lucerne, or by the Bennetine Pass and through the Via Mala, as far as Zurich. Passengers are binded at Locaine, and conveyed at once to Beilinzon, to awart the arrival of the differences from Malan.

Bergamo. -- Nat. -- 30,000.

Chief lown of the province of the same name, and is divided into an upper and lower town, the latter, called the longs of Santo Leonardo, being the city proper. Its situation is remarkably beautiful, and the surrounding country furnishes some of the most delightful excursions to be found in Venetian Lombardy. The buildings worthy of notice are the Cathedral, which is a well built edifice, with a fine cupola, and contains a number of fine Bergamase penulings; the Palazzo Vecchio, or Town Hall, with the statue of Tasso: the church of Santa Grazia, tuch in decorations; the church of Santa Grazia, tuch in decorations; the church of Santa Maria Maggiore, built of black and white marrie, with a beautiful porch in red and white marrie, the increase is very elaborate, and adorned with medallions and statues of Roman emperors.

There is a large tair held here, which attracts clowds from all parts of Iraly, not only for business but for pleasure. The fair is held in a huge building of hewn stone, enclosing six hundred shops, ranged round a Place adorned with fountains. If commences on St. Bartholomow's Day, and con-

tinues for a fortnight

CONTEXANCES.—Railway to Milan, Camerlata, Yerona, Padua, Venice, &c., see pago 166.

Bologna.—Horals.—La Pension Suisse; St. Marc, and La Pélérin.

Boucers, the capital of the most important Legation of the Holy See, is a city of two miles in longth by one in breadth, and is divided into four quariers. It is entered by-welve gates, and contains a nopufation of ?1,500 inhaltents. The people of Bologna are remarkalling for their intelligence and agreeable manners, as also for the independence of their opinions. The aspect of the town is gloomy and antique; the stocets are irregular and narrow, whilst the thoroughtares and arcades are broad and noble. The events of 1848 will long continue to make Bologna remarkable. In 270 it was an Episcopal see, and was afterwards raised, by Gregory XIII, to the dignity of an Archeptscopal See. It has given six Popes to Rome, and nearly 160 cardinals. The School of Bologna has also given many illustrious names to the arts, among whom is Oderfari di Gubllo, immortalised by Dante; it also produced the 2 Francias, 3 Caraceres, Guercino, Domenichino, Albani, Guido, Lanfrance, Pusinello, and Cignant. The Academa delle Belle Arte is a noble institution, and well worth a visit.

Bollegna is also the seat of an University, founded in 1119 by Wornerus, called "Lavena Junis;" it will well repay a visit, particularly the museum of Anatomy, and Cabinet of Katural Philosophy, and the University Library which centains many

very valuable manuscripts.

The University has had three or four illustrious female professors.

OBJUCTS OF INFERENT. - Plazza and Fontana del Gig unte, Palazzo, Publico, del Podesta, di Branchi, Albugati, Aldrovindi, Atcovizcovile, Bacchiochi (Palladio), Bertivoglio, &c.

CHURCHES.—This efty contains 100 churches, all remarkable for their noble architecture and magnificent paintings; its plazzes are immerkably beautiful, and the two leaning towers, though greatly infeitor to the one at Pisa, are well worthy of notice. The environs of Bologna are neturesque and elegant, and the Cemetery worth a visit. The Bolognese dialect is the most pazzling and corrupt, but in both the arts and civinzation Bologna stands pro-emmently among the first of European etities.

Converances, -- Railway to Parina, Modena, and Piacenza, see page 168. Diligences, see page 218.

A DILIGENCE plies twice a week between Rome and Milan, and the journey occupies ninety hours. The Courier is most certain. A proceed passes twice each week; by the canal Naviglie, between Bologna and Ferrars.

Bormio (German, Worms.) — Inns: — LA Posta; Das Lamb; Hotel La Porta.

The best accommodation is to be had at the baths, about two miles higher up the valley.

Most be utifully situated in the north-east corner of Italy, on the borders of Tyrol, containing 1000 inhabitants. Travellers wishing to see the Val di Sole and Val di Annone (Non Thal), must proceed ost, Catarina, and then ascend (on fool) Monte Gavia, for which a guide must be procured. On arriving at Clos, conveyance can be had to Trient and Bozen.

Converances to Colico; and carriages may be hired to Prad, Moran, and Mals, over Moate Stelvio (the Wormser Joch) connecting Italy with Tyrol, and which is 9,700 feet high. The distance from formio to Prad is about 38 English miles, and cocupies from ten to twelve hours. On the summit of the Pras is a place of refuge, which is the highest habitation in Europe. The view of the Orther Salars.

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(14,400 feet above the level of the sea), from this point is exceedingly grand.

Brescia.-Stat -- 35,000.

A large and flourishing city, capital of the province of the same name, situated in a fertile valley, and, notwith-tanding its numerous misfortunes. appears very prosperous. Brescia is rich in Roman antiquities, and within the walls of an ancient temple dedicated to Vespasian, a museum has been established for the reception of the precious remains. The objects of attraction are the Palazzo della Loggia, or Town Hall, entirely built of marble of the richest description, and covered with sculpture, in the interior are some fine paintings. The Duomo Vecchio, containing some fine paintings by Moretto and Romanini. The Duomo Nuovo, or new Cathedral, is a noble building entirely of marble, and contains some very fair pictures. The church of Santa Afra, built upon the site of a temple of Saturn, is very rich in paintings, containing some of the best work of Titian, Pholo Veronese, Tintoretto, Bassano, and others of less note; there are also some time frescoes. In addition to the churches above mentioned the following contain works of great ment, and are all worth visiting:-San Francesco, San Nazario e Celso, San Domenico, San Barnabo, St. Agata, San Giuseppe, San Giovanni Evangeksta, San Fanstino Maggiore, San Pietro in Oliveto, San Clemente, San Fanstino in Riposo, Santa Julia, San Curtone, La Misericordia, Santa Aguesi, Santa Crocc, La Madonna al Mor-cato di Lino. There are some excellent private collections of pictures which should be visited; the principal are the Galleria Averoldi, Galleria Lecchi, and Galleria Tool. In these galleries will be found specimens of Raphael, Vandyke, Salvator Rosa, Wouverman , Poussin, Titian, Paul Veronese, Tintoretto, Teniers, Canova, and a host of others. The traveller should not neglect to you the Corso del Teatro, the whole of the houses in the street are painted with a series of mythological and historical subjects.

Conveyances - Railway to Bergamo, Milan, Camerlata, Verona, Mantua, Padua, Vemec, &c , see page 166.

Capua.- 'tat. - 16 000.

A fortified archiepiscopal city of Naples, in the Terra di Lavoro. It is situated about a mile and a half from the ancient Capua, and built from its ruins. No town in Italy with the exception of Rome, is so rich in Roman inscriptions, The Cathedral, and the Church of the Annunciation are worthy of attention. At ancient Capua there are the remains of an amphitheatre, built of brick and white marble, and of four orders of architecture, in very telerable preservation. From the summit there is a delightful view extending to Vesuvius.

Converances.—Rallway to Cascita, Naples, &c., mee page 171.

Cinetellamare .- Stal .- 15.000.

A watering place, much frequented for its seahatbing, and its sulphurous ferruginous springs, *beantifully situated on the Bay of Naples at the for Dillgences, see page 222.

foot of a wooded hill. It has a cathedral, royal palace, dockyard, barracks, &c., but nothing 40 interest the traveller beyond its beautiful scenery, pure air, and baths. The waters are efficacions in cases of dyspensia, weakness of the stomach, obstructions, &c.

Conveyances. - Railway to Pompeil, Naples, Cava, &c., see page 170.

Civita Vecchia, -Stat. HOTEL -ORLANDO'S. The above city is the sea capital of the Papal states, and is the portal through which the generality of travellers enter into Southern Italy: stoam navigation has raised it from insignificance to importance as a scaport. The fine line of steamers plying between Marseilles and Naples regularly touch here, and contribute greatly to its importance and prosperity. Its commercial character possesses some interest, it being the place from which are shipped the exports of the other "states," a large proportion of which are shipped for England. The above line of steamers, together with the French Government Packets, afford great convenience to parties proceeding to Malta and the Levant, and have brought London and Rome within a journey of ten days, making Civita Vecchia the grand point from which a rapid transit may be made to any part of the Mediterranean. Travellers are not permitted to land here until the passports and ship's papers are shown and examined. The traveller on landing to beset with facehous, or porters, and should take care to make his airangements before leaving the vessel. Civita Vecchia is remarkable for its port, which is called "Trajani Portus." It is the capital of the smallest of the Delegation of the Ecclesiastical States, embracing a superficial extent of sixty square leagues, containing a population of 19,600 souls, 6,900 of whom live in the town itself. Leo XII. erected it into an Episcopal See in 1825. and created Cardinal Pacca its first Bishop. It is now connected with the diocese of Porto and Sta. Rufina. Three miles distant from Civita Veechis. are situated the Bagni di Ferrata mineral springs. called by Pliny "Aqua Tauri." At Tolfa, fifteen miles distant, are the alam works, yielding a considerable revenue to the government. The ancient Etrurian cities can be easily visited from this port. In the Town Hall is a small gallery of Etruscan, antiquities, viz., sarcophagi, female heads, &c.

Converances .- Railway to Rome, see page 169. For Steamers, see page 186.

Como.—Stat.—INN:—ANGELO.

INN CORONA.

Is an ancient town, formerly of considerable importance, and containing a population of 26,000. It now enjoys a considerable trade in silks, woollens, cotton, yarn, and soap. Its objects of attraction are the Cathedral, the Broletto or Town Hall, the Theatre, the l'iszza Volta, and the Gateways of the cit; The Lake of Como is exquisitely lovely, particularies the south half-good steamers.

CONVEYANCE.—Railway to Milan, see page 187;

Pariola.-A small village with a good and clean hotel lately opened, affords an opportunity for stopping between Domo-d'Ossola and Seste Calende instead of at Baveno as formerly.

HOTEL DE L'EUROPE.

TRE MORI.

Ferrara is the capital of a delegation of the same name, in the Roman States. This city was once the residence of a court celebrated throughout Europe; but grass now grows on its pavements, whilst its magnificent palaces are deserted and crumbling into atoms. The chief interest of Ferrara arises from its connexion with the House of D'Este, from which the House of Brunswick and the royal family of England trace their direct descent. Ferrara was once famous throughout Christendom for its university, within whose walls so many English students were collected as to form a distant nation in that learned body. The School of Ferrara, founded and patronised

by the D'Este family, boasts of many illustrious names in all departments of the arts and sciences. It cherished a series of poets, from Ariosto and Bogardo down to our times. Ferrara is also remarkable for the impulse which it gave to the Reformation. It also afforded an asylum to Calvin, to Marsh, to the Duchess of Venice, the noble-minded daughter of Louis XI., and the wife of Ercole!

The public buildings worth visiting are its Cathedral, and Churches of S. Francesco, S. Benedetto, S. l'aulo, S. Domonico, S. Andrea, Campo Santo and others, its castle, formerly the Ducal Palace, now the residence of the Cardinal Legate : its ciallery of Pictures, lately transferred to the "Pinacothua," one of the most beautiful palaces of Ferrara. This gallery contains many excellent paintings worth the traveller's notice, particularly Garafalo, the Agony in the Garden; the Nativity, by Bastlamno; Dosso Dosse, Noah's

Ark, and the Fall of Macina, by Agostine Caracco. The Palazzo del Magistrate, in a hall of which is the Ariostean Academy, the studio publico, or Schools of Medicine and Jurisprudence, containing a rich cabinet of Medals, and a collection of Grecian and Roman inscriptions and antiquities; amongst which is the celebrated Sarcophagus of Aurelia, Rutychia, wifteof P. Rubens. Its chief interest is in the public library, containing 80,000 volumes, and 900 M.S., among which are the Greek Palempsists of Gregory, Nazeauder, St. Chrysostom: some manmacripts of Ariosto and Tasso: together with the former's arm-chair of walnut wood, the beautifully executed medal bearing his profile, which was found in his tomb, and his bronze ink-stand, and the Plazza d' Aristir. The most interesting object in Ferrara is the Cell—the hospital of St. Auna, own as the Prison of Tusso. It is below the ground floor, and lighted by a grater window from the yard. On the walls of Tasso's prison are the names of Lord Byron, Lamartine, &c. The theatre and Citadel are also worth attention.

net worth attention.

Thoremore (Halien, Firenze.)—Stat.—(With
May be Special Edition.)—HOTEL:—
GRAND-HOTEL. NEW TORK, Lungo L'Arno, a
fort et house fitted op in the English style, for

HOTEL DE LA PENSION SUISSE, IS & VETY respectable establishment, and can be strongly recom-

GRAND HOTEL DE LA VILLE DE FLORENCE .- A new Hotel on the German system, most comfortable in every respect, and the prices are reasonable. Landlord, Mr. Lodomez.

GRAND HOTEL DE LA VICTOIRE, VICTORIA.-AN excellent first-rate Hotel, admirably situated on the Lungo L'Arno.

HOTEL D'YORKE, near the Cathedral, in a central situation, is a well conducted house.

The journey from Florence to Rome can be made by Sienna in 234 posts, or by diligence, which performs the journey in 36 hours. The courier's car-riage is still more expeditious, but the vetturini require five or six days. Post horses accomplish the journey in four days, giving plenty of time to visit Sienna and making Radicomni and Viterbo the sleeping places between Rome and Sienna.

Florence is the capital of Tuscany, contains a population of 106,899 souls, and is remarkable for the beauty of its site and position. The picturesque grandeur of its buildings, its wooded plains, sloping hills, and majestic mountains, can be seen to great advantage from the Boboli gardens, from the Church ot Sun Miniato, and from the Bello Sguardo, a hill whence a fine view may be obtained. Galileo's villa is at some little distance, near the hill of Arcetri. In general, the streets are narrow, its palaces are noble in their architectural beauty. grand design, and exquisite execution

Modern Florence is built like a pentagon. It contains a very fine cathedral, called Santa Maria del Flore. It was commenced in 1298 by Arnolfo di Lasso, whose design may be seen in Muro's fresco, on the cast wall of the chapter-house of Santa Maria Novella. The walls of the cathedral are almost entirely cased with marble. It is 454 feet long and 387 feet high; the transept is nearly 334 feet long, the height of the nave 152 feet, and that of the side aisles 964 feet. Many architects of great talent were employed in carrying out the erection, among whom were Giotto, Taddeo Gaddi, Andrea Orgagna, Filippo di Lorrenzo, and Brunelleschi, to whom its completion was entrusted. In 1558 it was destroyed by the Provedotore Benedetto Ungucionio, who so defaced it, that not a slab or a column was left entire; and the traveller may new see Giotto's facade, in the back ground of a lunetto in the outer cloister of St. Marco. The re-building was commenced in 1420, and entrusted to Brunelleschi, who, before his death, in 1446, saw the cupola all but finished. This cupola is octagonal in the plan. and is 138 feet 6 inches in diameter; this served as a model for Michael Angelo, for St. Peter's. best view of it is obtained from the south-east; and the traveller should go up the dome rather than up the campanile, as a better view can be obtained b his doing so. Over the first door on the north side there are statues attributed to Jacopo della Quirint : and over the second is an "Assumption," by Name d'Anton di Banco, called La Mandoria; benesili are two small statues by Donatello; and in the limette is an "Annunciation," by Doni Ghirlandsje; on the south side, the Madonna over the done in: attributable to Niccolo Arctino, and that over the other door to Gio Pisano.

The small dimensions of the windows, and the rich colours of the glass, cause the interior to look sombre and gloomy. The arcies, though pointed, are not truly gothic. The pavement is tesselated with red, blue, and white marble. The stained glass is said to have been executed by a Florentine artist, Domenico Lisi di Gambrasin, in 1334. Above the side door in the west, to the north of the principal entrance, is the monumental fresco painting of Sir John Hawkwood. The tomb of Balthasar Cossa (John XXIII., 1419) is in the Baptistery, and deserves notice. The White Marble Tabernacle, in the Church of Or'San Michell, constructed ior holding the miracle-working picture by Orgagna, and surmounted by the statue of St. Michael, is worth the traveller's inspection.

The church of Santa Croce, belonging to the Black Friers, will repay a visit—it is called the "Westminster Abbey" of Florence. The principal other charches worth visiting are, Santa Maria Novella, San Lorenzo, which contains the Laurentian Library, designed by Michael Angelo; and Michael Angelo's Sacristy, being the tombs of the Medici, and the celebrated Statue of Day and Night; the church of San Marco, the Annunciation, and Santo Spirito. The Florentine Palaces will also interest the traveller, among which is the Palazzo Vecchio. In this city are two markets, the Mercato Vecchio, and the Mercato Nuovo, which stand in the very centre of the Primo Cerchio Among the public buildings are, Casa Bounarotti, in the Via Ghibellina, the house of Michael Angelo, one of the most interesting objects in Florence. The Cas Martelli, &c. The Galleria Imperiale e Reale, on the upper floor of the Uflizi, is open to the public every day, except Sundays and holidays, between the hours of 9 a.m. and 3 p.m.: in its vestibules and galleries is the richest and most celebrated collection in the world. The Gallery of the Palazzo Pitti is open to the public every day except Sundays and holidays, between 10 a.m. and 3 p.m. The two galleries contain perhaps the richest and most celebrated collection of statues and pictures in the world. On the second floor of the Uffizi is the Magliabechian Library, of which Bosari was the architect: it is so called from its founder, Antonio Maghabecchi. This li-brary, contains 150,000 volumes, besides 12,000 manuscripts, including one of Tasso, several of Machiavelli, and of Gallileo. The Laurentian Library contains 9,000 manuscripts, including the Pandects, a manuscript of Virgil, two of Tacitus, one of Pintarch, the Decamerone, and several by The Ricardi Library contains 23,000 volumes and 3,500 manuscripts. The Marnulli contains 45,000 volumes.

Among the places worth a visit in the environs of Florence, are Porta Alla Croce. Toggis Imperiate La Certosa, in Val d'Emo, and the Sanctuaries of Valambrosa, which are 16 g. H. from Florence.

Post (Price.—A letter from Florence to London takes seven days in transmission.

DEVINE SERVICE IS performed twice each Sunday, by the Rev. H. O'Neill, in the new English Church, situated in Val Maglio, behind San Marco.

The Presbyterian Service is performed on Sthadays in the morning in French, by the Rev. Schaffter: and in the afternoon, at 3 o'clock, in English, by Rav. John R. M'Dougall, M.A.; late of Brighton, at the Swiss Church, opened next the Casa Schneiderf, on the Lung Arno.

BRITISH ANBASSADOB - Right Honourable the Marquis of Normanby.

BANE, GENERAL AGENCY AND EXCHANGE OFFICE.
Tes Warehouse, &c. Mr. J. H. Brown, Plazza,
Santa Trinita. The highest exchange given. English money. Circular notes, &c.

ENGLISH PRISICIAN.— Dr. Wilson, licentiate of the Royal Colleges of Physicians of Surgeons of London and Gottingen, late physician to a metropolitan hospital, and Physician to the British Legation at Florence, No. 4190, Via Tornabuoni, overthe English Chemist.

ENGLISH AND AMERICAN BANKERS.—Maquay and Pakenham, 4182, Plazza St. Trinita, correspondents, of the Union and other Banks of London, of Messars. G. Peabody & Co. and other American Bankers. Always give a liberal exchange.

STATIONER, PRINTSELLER, and DEPOT FOR GUIDE-BOOKS, MAPS, &c.,—Edward Goodban, No. 4183, Via Legnaloli. Dep6t for Bradshaw's Guides, &c.

CONVEYANCES.—Ralliond to Leghorn and to Siemna, on the read to Rome, see page 168, To Pistoja, see page 169. Dilligences, see page 225. Steamers from Leghorn to Genca and Marseilles, Civita Vecchia, and Naples, see page 195.

#### Frascati.-Stat.-5000.

A beautifully situated town of the Campagna di Roma, sented on the Alban hills, and built on the rains of Tusculum. It is a favourite resert of the Romans during the summer months, and much frequented by English families for its beautiful scenery and its salubrions climate. In its meighbourhood are some of the most magnificent villas in Italy. The most splendid of these villas are the Aldobrandina, Montalto, Taverna, Ruffinells, and Mondragone.

CONVEYANCES.—Railway to Rome and Marino, see page 170.

Genoa (Italian, Genova)—Stat.—(With Map in Special Edition.)—Horeis.—

HOTEL DE LA CROIX DE MALTE. An excellent first-rate house deservedly recommended.

HOTEL DE FRANCE, very good, comfortable, wellsituated and moderate charges.

HOTEL ROYAL, clean, comfortable, and exceedingly moderate; fine views of the Bay. Madame Percale, the proprietress is English.

Horzz Franca first-rate home and highly recommended. The proprietor, Mr. Feder, keeps hotels of the same name at Turin and Nice. "GENOA, called "La Superba," is the chiefport of the Sardinian states, containing a population of 144,000. Genoa is like Bath, very up and down. It is remarkable for its palaces, and looks like a city of kings. The Palazzo Doria Tursi, in the Strada Nuova, late residence of the Queen Downger, and afterwards the Jesuits' College; the Palazzo Leira, the Palazzo Spinola, and the Palazzo Palavacino, No. 327, Strado Carlo, attract attention. It is called Palavacino, or *Strip my neighbour," from the family name. The Cathedral of St. Lorenzo is a noble pile, and was built in the eleventh century. The columns of its portals were taken from Almeria as part of the spoils won at the capture of the city. The curious pilasters sof the door on the north side of the church, are worth attention. The richest portion of the church is the chapel of St. John the Baptist, into which no female is permitted to enter except on one day of the week, an exclusion imposed by Pope Innocent VIII. The best of the churches worth visiting are the Cathedral, St. Annunciata, and St. Maria Carignano. From the summit of the latter there is a good view of the town, very picturesque port, with its fortifications and lighthouse, and of the Mediterranean sca. The Palazzo Rossi, and the churches "San Ambrosia" and "L'Annunciata," will be found the most interesting. The Academia Lefrestica delle Relle Arte is worth a visit. It is situated in the Plazzo Carlo Felice, close to the theatre. Genoa, and the numerous beautiful villas covering the hills about it, are seen to the greatest advantage from the entrance to the harbour. The climate is one of 'the worst in Italy. Asses and mules are numerous. "There is a wonderful arched promonade along the quay. The universal stone here is marble. Genoa manufactures flagree silver articles peculiar to itself

English Consul, M. Y. Brown, Esq.

BANKERS, Messrs, Glbbs.

PHYSICIAN, Dr. A. Millingen, 664, Strada Carlo Alberto: S. Tomaso, 3, Plano.

VETTURINI are plenty and good, and ply in the Piazza della in Pazo.

Pour Office is situate in the Piazza del Fontane. Letters ar fve daily, and are distributed at 9 a.m. Boxes close for English letters, &c., at 2 p.m.

ENGLISH CHURCH .- The Rev. A. B. Strettell officiates at the English church, where service is wegularly gone through on Sundays.

Converances .- See table-pages 158 and 159. Diligence to Nice, daily,

For Sallings from this port refer to Alphabetical List of Steamers, page 190.

Laghorn (Italian, Liverno) - Stat. - Horses.

HOTEL DES DEUX PRINCES, on the Pinzzi dei Meand Duchi, an excellent, well conducted, good

Leghorn is the commercial capital of Tuscany

The squares are spacious, the streets regular, well paved, and lighted with gas, with wide and convenient foot-paths on either side. The air is pure and salubrious, the heat of summer and the winter cold being tempered by the sea-breeze. Leghern is the fivourite resort of the rank and fashion of Rome Florence, Bologna, Sienna, &c. in the summer season, the influx of strangers frequently amounting to 20,000 persons. The Strada Ferrata Leopolds or Leopolda Railway affords the greatest facility for visiting Pisa, Lucca, Florence, Sienna, &c., see our railway table. The Government are now at a great expense, enlarging the port to accommodate the increasing trade of the place; and to those unacquainted with the same, it would be difficult to convey an adequate idea of the enjoyment of a sall at sunset under an Italian sky among vessels gay with the flags of almost every nation of the globe.

The marble group on the quay is a good piece of statuary. The English Cometery contains mounments to Smollet, Francis Horner, &c.

Travellers will do well to provide themselves here with whatever specie they are likely to require. The foreign goods for the supply of all Tuscany and the Papal States are imported and pald for by Leghorn, consequently a much better exchange will be obtained on circular notes, letters of credit, &c., than at Florence, Rome, or other inland towns which have no direct trade with England, France, or the United States, nor any occasion to make remittances to those countries.

BRITISH CHAPEL, beside the old English cometery. Chaplain, Rev. H. Huntington, Service at 11 o'clock and in the afternoon.

SCOTCH PRESBYTERIAN CHURCH, beside the old English cemetery, Minister, Rev. Dr. Stewart, Service at 11 o'clock, and at 6 p.m.

Passport Office, No. 1, Via della Maddelena. ENGLISH CONSUL. - T. Yates Brown, Esq. American Consul. -- J.A. Binda, Esq.; Via Goldoni.

English and American Bankers.— Mesers. Maquay, Pakenham, and Smyth, Offices,—7 and 8, Via Borra; correspondents of the Union and Oriental Banks, and of the principal Bankers of Loudon; also of Messrs. George Peabody & Co., and other American Bunkers in London; and Messrs. Duncan, Sherman & Co, of New York, &c.

Conveyances .- Railroad to Piss, Ponteders and Florence, see page 168. Steamers almost daily, during the season, to Civita Vecchia, Naples, and Sicily, Genoa, Nice, and Marseilles, see page 195,

Lvicca. -Stat. -22,550. Horsis:-

HOTEL DE L'UNIVERS, a new inn on the Piassa Ducale, near the Railway, good, clean, and commodious, with moderate charges.

The city of Lucca is the capital of the Duchy and has the appearance of considerable commercial Leghorn is the commercial capital of Tuscany and gas of the nigot improving towns on the Continue of Europe. This a free port, and the great capital of the frieign goods and manufactures of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the frieign goods and manufactures to the river service of the river service of the frieign goods and manufactures to the river service of the river service of the frieign goods and manufactures to the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the river service of the

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pleasant walks, planted with trees, whence some of the fixest views may be obtained of the city, the exquisite valley of Serchio, and of the Appenines.

The principal objects to be seen in Lucca are remains of a Roman amplitheatre, and theatre; the dome, or cathedral; the inlaid work of the fine facade and portico. Inside, the painted roof and frescoes; the mosaic pavement representing the judgment of Solomon; the stained glass windows; and lastly, the several fine paintings and beautiful works of art. The most remarkable of the churches is that of San Romano, containing the magnificent picture by Fra Bartolomeo, called the "Madonna della Misericordia," an exquisite and wonderful painting; and also the "St. Mary Magdalene," by the same master, both of these paintings are masterpieces of incomparable beauty.

BATHS OF LUCCA - about fifteen miles from Lucca—are situated in one of the finest of the Tuscan valleys, and are justly celebrated for the beantiful scenery by which they are surrounded. Pleturesque villas and villages adorn the valley and mountain sides, and excursions may be made among

the luxuriant hills in every direction.

There are five Bath Establishments; a bath costs two pauls, and a small gratuity to the attendants. This favourite resort is one of the coolest and most agreeable summer residences in Italy. An English Church is built here. Gregory's Pavilion Motel kept by Mrs. Gregory Mons is highly recommended for its English comfort and good living.

Lugano. - Capital of the Canton Tessin, beautifully situated on the lake. Population 5000.

The lake of Lugano is about 14 miles in length, of an irregular shape, and about a mile to a mile and a half in breadth. The end towards Potezza is the most mountainous. A steamer piles regularly twice a day between Lugano and the two extremities of the lake, and there are dirigences twice a day to Bellinzons and Como, and once a day to Luino, (2 hours drive) on the Lago Maggiore, where the steamers touch regularly four times a day, in ascending and descending. The view from Monte Salvadore is remarkably fine, but the ascent is very fatiguing.

There is service according to the rites of the church of England every Sunday in the Chanel

attached to the Hotel du Parc.

Magadino.-Lago Maggiore.-This town is becoming of considerable importance tance from its central situation at the mouth of the Ticino. It is one of the most picturesque spots on the route from Bellinzona to Milan.

The steamer starts from Magadino, early in sammer, down the Lago Maggiore to Arona, and Borremean Islands, returning in the evening.

Mantus-30,000-Stat.-Hotel:-

rictor, Mr. T. Pinelli Trevisani, Several diligence WATEL DU PHENIX ET DE LA CROIX VESTE. -- Pro-

ments and Advilla D'Ono. se only of Austrian Italy, and the capital of a pro-

in the middle of a lake 20 miles in circumference, and two in breadth, and possesses one of the strongest fortresses in Europe, with a ducal palace. streets are regular and spacious. The cathedral is a noble building, and contains some famous paintings, by celebrated masters. In the Church of St. Frances are some very interesting relies, which the piety or superstition of the people connected? with miraculous cures, &c.

Conveyances,-Railway to Verona, page 166-pa Diligences, page 232.

Mentoni.-- Hotels.

Victoria, and Horel Turin.

This is a small town of 6000 inhabitants, on the Cornice read, about 5 leagues from Nice. It is situated at the base and on the slope of a projecting rock, between two small bays. This town is begining to attract notice as one of the best winter-residences on the shores of the Mediterranean. It is well sheltered and the scenery is very beautiful.

Physician. - Dr. Prytheck, from Hombourg. ENGLISH CHAPLAIN.—The Rev. H. Morgan.

Milan (Italian, Milano.) -- Stat .- (With Map in:

Special Edition). - HOTELS -HOTEL MARINO, 5, Rue Marino, an excellent and

comfortable Hotel, most centrally situated. Mr. C. Guzzi, Proprietor.

HOTEL DE GRANDE'BRETAGNE, a remarkable good; house, gives general satisfaction.

HOTEL DE LA VILLE and HOTEL SUISSE-both good. HOTEL ROYALE.

Milan, founded by the Insubrian Gauls, is the chief city of Lombardy, and contains a population of 175,000 souls. It was sacked by Attila, A.D. 452, but its destruction was not effected until its surrender to Frederick L., 1162. The city was restored? in 1167. Its restoration was effected by the combined forces of Cremona, Bresela, Bergamo, Mantua. and Verona. Milan fell again in 1535, under the power of Charles the Fifth, who fixed the succession of the Duchy in his nephew. The Treaty of Utrecht in 1713 handed Milan over to Austria. The city has ten gates, all identified with some traditionary recollection, and remarkable for their massive proportious and architectural designs. Soverall: of the gates are fine, particularly Porta della Pace. The Duomo, called by St. Ambrose in his letter to. Sister Marcellina, " The great new Basilica," is perhaps the finest in the world, St. Peter's at Rome, and St. Paul's in London, excepted, and should be-ascended to the top. The different churches arelikewise worth attention; among the foremost: are the churches of the Porta Orientale, Porta Kosnana, of the Porta Tiernesse, &c. Leonardo: da Vinci's celebrated picture of the Last Supper, in the refectory of the Dominican Church of Santa-Maria delle Grazie, is worth visiting. Also the Amphitheatre (Etruscan), the Churches of St. Ambrose, (very ancient), and S. Lorenzo (octagonal), and the Columns of S. Lorenzo. The Ospedale: Maggiore is a grand establishment for the sick. It was founded by Francesco Sforza in 1456. Milan: is celebrated for its theatres, one of which, La Scale, was opened at the end of 1779. It has greatly fulled off since 1840, the Milanese nobility having essaed: to visit it. Good Picture Gullery here. The climate: of the same name. It is located on an island in winter is cold and damp. The traveller will-

and the drive from Milan to the Lakes of Como, Maggiore, Garda, and Lugano, very pleasant and agreeable, the country along being beautifully fertile, and embellished with neat villas.

ENGLISH BANKERS, Carli di Tommaso and Co.,

and Ulrich L'Brot.

ENGLISH CHEMIST AND APOTHECABY-Mr. C. Riva. Palazzi, near the Theatre, La Scala Milan. N.B .- At this address every English and foreign medicine may be obtained, and Prescriptions are most accurately prepared.

CONVEYANCES .- Railway to Monza and Como, also to Treviglio, (184 miles) see pages 1166 and 167. Dillgences, see page 233.

Modena-30,000.-HOTELS:

SAN MARCO and REALE.

A fine episcopal city, delightfully situated be-tween the Seecha and the Panaro, and capital of the duchy of Modena. The principal objects of interest are the Ducal palace, which is a remarkably fine odifice richly furnished, and containing some rare pictures; the Duomo, or Cathedral, a magnificent building of the 11th century, in the Lombard style, with a rare pro-jecting porch, some remarkable sculpture, a curious seroon of red marble, and some Roman inscriptions and tombs; it is also celebrated for its tower, called the Guirlandina, one of the highest in Italy, in which is preserved the wooden bucket which was the subject of the famous heroi-comic poem of La Secchia rapita; the church of St. Michele, containing some fine groups in torra-cota. Modena also possesses a college, an academy of due arts, and a library containing 100,000 volumes, and about 7000 manuscripts.

Conveyances, Railway to Bologna, Parma,

and Piascenza, see page 168.

Monza. - Stat. -- Inn: -- IL FALCONE

An ancient city formerly called Modætja, divided into two equal parts by the Lambro. Its principal buildings are the Broletto or Town Hall, the Cathedral, and the Palace. Fine Campanile.

For Railway, see page 166 and 167.

Naples (Italian, Napoli.)—Stat.—With Map in Special Edition .- HOTELS :-

HOTEL CROCELLI, one of the best in Italy for Fair ties and Gentlemen. The upper rooms comman I fine views of the Bay and of Vesuvius HOTEL DES ETRANGERS, good; the Landlady is

English.

Victoria; Angleterre; Grand Bretagne, &c. The charges of these Hotels are complained of, and the drainage is not attended to as it ought to be.

Naples is the chief city of the Two Siciles, with a population of more than 360,000 souls, and has a south-eastern aspect. There are five principal entrances; that by the Bridge de la Madeline, near the sea, is the most striking. Most of the houses are lefty and the streets narrow; but, with the exception of the Largo del Castello, in which are the palace and theatre of San Carlo, and of the open space in front of the Church St. Glowanni e Paulo, there are no spacious squares nor places. The acqueinct water is bad for drinking, it has of the city springs is good. The numers charactes at Nacles is 300, and those best the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the

Santa Maria Maggiore, San Severo (remarkal statuary), San Francesco da Paolo, the Cathodr. and the San Martino, the latter of which is extremely rich in paintings and precio marbles. The interior of the royal palace may viewed by special permission, for which one or tv dollars must be paid. The Museo Borbonico will repa a good many visits, it possessing, besides a pictu gallery, the fresco paintings, mosaics, gold at silver ornaments, Etruscan vases, &c., discovered the excavations of Pompeli and Herculaneum. Tl Albergo dei Poveri is also a fine establishment f paupers and orphans. The Royal Library is at nexed to the Borbonico Museum and contain 250,000 volumes, besides more than 1700 papyr found in Herculaneum. The Francacciana Librar contains 50,000 volumes. Naples also possesses s institution called the Monte de Misericordia, founde in the year 1500. It affords fixed relief to th poor, pays the debts of deserving individuals, if ne exceeding 100 ducats, and sends patients to the baths of Ischia. The environs of Naples cannot be surpassed for scenic beauty and delightful remini cences. They are painted over Virgil's tomb. i the stupendous grotto of Pausilipo, and in the ruiz of Pozzuoli. Lake Avernus, the classic shores Baise and Misenium, the islands of Ischia, Procid and Capri, the coast to Castellamare, the orang groves of Sorrento, the fields of lava, and the stree of Pompeii, all afford to the traveller food for th most pleasing study and recollection. Fine view from Baiæ and Putcoli.

Cabriolets-Course, 12 gr.; 1st hour, 24 gr. 2nd hour, or part of it, 18 gr. CITADINES, course 15 gr.; 1st hour, 30 gr.; 2nd hour, 22 gr. Thre lines of Omnibuses crossing the city, 5 gr.

Boars .- Per day, four oars, 2 ducats (10 car Seat in market boat anywhere, 10 gr.

Orsrens .- From Lake of Fusaro, sold at stalls a Sta. Lucia, are a delicacy.

CAFES.—The price for a cup of coffee is 3 gr.; (chocolate, 6 to 8 gr. Breakfast, 2 to 3 carlin Mattoni (iced chocolate) is much used.

THEATRES .- San Carlo very large. Opera, pi 60 gr.; double on state occasions. Florentian drama, 30 gr. Nuova, opera buffa, 30 gr. Sa Carlino, Largo del Castello, Fantoccini, and Poli chinella (Punch), extremely popular, twice a day morning, 12 gr.; evening, 15 gr.

VIEWS OF NAPLES can be obtained at 32, Strad San Carlo and 10, Largo Vittoria. Larzho de Mercuto very interesting, open on Mondays an Fridays. Largho del Palazzo Reali is very fine Many fountains worth notice. Villa Reale as promenade is unrivalled. Stradi Chiaia and Toled Museo open every day, fee for one person, Statuary 2 car.; Egyptian, I car.; Toro Farnese, I car. Gems, I car.; other cabinets, I car. Both gallerie of paintings, 2 car., only on first visits.

The ruins of Pastum may be visited in a day an a quarter, leaving by the railroad for Nocura at p.m. (one hour), then taking a carriage to Salerno sleeping there, and starting next morning as 5, in carriage, reach Pæstum at 9, remain three hours and return by same carriage to Nocera, in this to the 74 o'clock train to Naples. A most interestim the 74 o'clock train to Naples. A most interesting and magni

sicent ruins, temples of Neptune, Vesta or Ceres, and Basilica being in a very fine state of preservicion; they are supposed to be 4000 years old. Another delightful excursion is by railway to Castellamare (1 hour), and from thence to Sorrento by carriage along the side of the bay (1½h); one of the most becutiful rides in the world.

A carriage from Salerno to l'astum and back

costs 4 to 5 ducats.

Genoa and Turin.

The 8th of September (the Nativity of the Virgin) is the greatest festival in the year, and travellers should make a point of being in Naples on that day, if they can conveniently do so.

The ascent of Vesuvius takes about five hours, to walk from the Railway at Portici and back to the same place; a guide costs about one piastra, and it is advisable to take refreshments with you.

BRITISH CHAPLAIN, Rev. G. Pugh.

BANKERS, Rothschild and Co.

Conveyances. — Railway to Pompell, &c., see pages 170 and 171. Steam—see Alphabetical list of Steamers, page 202.

### Nice (Italian, Nizza.)-Hotels:-

HOTEL DES ANGLAIS, 27, Promenade des Anglais, in a good situation, and commanding extensive views of the sea.

HOTEL D'ANGLETERRE Place du Jardin l'ublic; a very good house, conducted by Mr. Palmieri,

HOTEL DE LA GRAND BRETAGNE, a first-class hotel, highly recommended; kept by Mr Brezzi. proprietor. See advertisement.

HOTEL DE FRANCE.—A first-rate hotel for families and gentlemen, deservedly recommended Mr. Foder, the proprietor, also keeps the Hotels Feder at

In the ducky of Piedmont, situated at the foot of Mount Montalbano, with a fortified castle, and about 35,000 inhabitants, engaged in the preparation of silk, thread, perfumery, &c. The old town has few attractions, being dark and dirty; but the new portion is finely built. A beautiful view of Nice and the surrounding country is obtained from the top of the Chateau, situated at the back of the old town. The town and environs are highly celebrated for a pure healthy air, and great mildness of climate, even in the middle of winter; accounted for by the situation of the neighbouring mountains, which are connected with the Alps, and protect the country from storms. Donkeys are plentiful and cheap for the use of invalids, and there are a great many single and two horse carriages to be had at moderate charges. Large and small furnished apartments easily obtained.

For farther details, we recommend our readers to the works of Dr. Edwin Lee's "Nice and its Climate, with Notices of the Coast from Hyeres to Genea, and Observations on the Influence of Climate our Pulmonary Disease." London: W. J. Adams, 59, Siest-street; Paris: Calignani & Co.

BRITTER CONSUL AND BANKER, A. Lacroix, Esq. ENGLISH PHYSICIANS.—Dr. H. E. Pago, 13, Tout Mariena.

EMOLISH CHORCH, — Chaplain, Rev. Charles Childers, M.A. Service at 11 a.m. and 3 p.m. on Sundays, and at 11 a.m. on Wednosdays. SCOTCH CHURCH.—5, Rue, Massona, 11 morning, and 3 afternoon.

ENGLISH DISPENSARY.—Paulian, Rue du Pont Neuf, corner of Place St. Dominique. Prescriptions accurately prepared. Medicinal sons of the greatest efficacy for diseases of the skin.

Musso, I, Rue Pont Neuf.

TTALY.

S. Ferrara's Musical Estabment., 13, Quai Massena. House and General Agent, and Depot for Bradshaw's Guides, Mr. Charles Jongla.

CONVEYANCES.—Nice to Paris, by diligences to Dragnignan and Marseilles, in 26 hours. Fares— Coupé, 40fr.; interior, 35fr. For Steamers, see page 235. Diligences to Genoa, duily.

Novara.—Stat.—20,000.

A flourishing and presperous town of Piedmont, prettaly situated on a doclivity, and commanding fine views of the Alps, particularly of Monte Rosa, which is seen to great advantage. The Duomo, or Cathedral, is a noble building in the early Lombard style, and perhaps one of the most ancient in Italy; it contains a magnificant alter adorned by the works of Thorwaldsen, Monti, and others, also a fine mosale pavement. The Basilica of San Gaudonzio is a fine odifice, containing some fine pictures. The churches of San Giovanni and San Marco are also worthy of notice. There is a large fair held here in November.

Conveyances. — Railway to Ticino, Vercelli, Ivrea, Turin, &c., see page 160.

Novi .- Stut-INNS: - L'EUROPA.

AQUILA NEBA.

A town of considerable trade, with 10,000 inhabitants, and offering no objects of attraction save the old picturesque houses. Convenient sleeping place. For Rullway, see page 162.

Padua (Halian Padova).—Stat.—Horers. Hotel de la Stella d'Or. Aquila doro.

Padua is a fine old city, containing about 51,000 inhabitants. It followed the fortunes of Venice, and is now, like Venice, part of the Lombardo-Venetian Kingdom. Its Paince of Justice and Cathedral pos-essing one of the most beautiful sanctuaries in existence, together with its University. Every part of the town is well worth seeing, particularly the church of St. Anthony, and Glotto's Chapel with some of the most curlous frescoss. The Café Peddiochi is the finest building of the kind in Italy. Emment school of medicine.

Conveyances.—Railroad to Vicenza, Verona, and Venice, see p. 166. Diligences, see p. 236. , Parma.—42,000—Hotels.

HOTEL DELLA POSTA and PAVONE.

A large and handsome city, capital of the duchy of Parma, stuated on a river of the same name, which divides it into two parts, connected by three bridges. The Duome is a magnificent pile of the lith century, the interior of which is covered with freeces, the most important being those of with freeces, the most important being those of with freeces, the most important being those of forth so much criticism. The church and convent of St. John is also rich in freeces by the eagus master. The church of the Madona, dails

Steccata is a honutiful structure of the 16th centary, and considered the finest church in Parma; it contains fine frescoes and some good monuments. The baptistry, near the cathedral, is an octagonal edifice, entirely built of white Veroneso marble, and the most splendid of the baptisteries of Italy. The Church of San Ludovico contains a number of the works of Correggio. The traveller should not neglect to visit the Farnese Palace, which contains the ducal academy, where he will find a small but rare collection of paintings by Raphael, Corroggio, Francia, Mazzuola, Carracci, Vandyke, and others. In the same building is the museum, rich in antiquities. There are several private galleries in l'arma well worth visiting.

Parma pos-esses the largest Opera House in Europe, capable of holding 9000 persons.

Conveyances, Railway to Piacenza, Modena, and Bulogna, and page 168.

Pisa (Tuscany.) - Station .- HOTEL VICTORIA. HOTEL DE LA GRANDE BRETAGNE.

One of the most ancient and beautiful cities of Italy, situated in a fertile plain, about eight miles from the entrance of the Arno into the sea. The celebrated leaning tower, built in the twelfth century, a cathedral of the eleventh contury, and numerous other ancient ecclesiastical buildings, will arrest the attention and awaken the admiration of every traveller. The Leaning Tower, the cathedral with its innumerable funtastic pillars, the Eaptistry and Campo Santo are altogether, and form an ensemble unlike any other combination in Italy or elsewhere. Van Lint, the best alabaster worker in Europe, lives here.

ENGLISH CHURCH. - During the six winter months service is performed twice each Sunday-Chaplain, Rev. H. Green.

English l'hysician-Dr. Cason.

English Warrhouse-J. Cordon.

Converances .- Railroad to Lucca and Pescia, 800 p. 169; also to Leghorn and Florence, see p. 169.

Pompeil.-Horel Belleves.

Select a guide who can speak French: Jacobo is the best. Fee, 6 carlini for one; one plastre for a party, which should be small. Custodians of temples c Venus and Quirinas and house of angusta's, each 1 car.

Ravenna.-- Horen:-- La Spada, old and good. is now the capital of a Legation containing a population of 225,600, and the seat of a Cardinal Archbishop whose bishopric is the most ancient in the world, being founded by St. Peter's disciple, Apollinaris, A.D., 44. The city is about three miles in circumforence, and has a population of 11,000. By means of a canal, a communication is maintained with the Adriatic and its port, which is the great outlet of Romagna, and the means of carrying on an extensive trade with the Lombardo-Venetian Kingdom. The Cathedral contains, in the Chapel of the S. S. Sacramento, Guido's celebrated sintings—the Fall of the Manna, and the lunctte presenting the meeting of Melchizedek and Abra-E. The other pictures worth notice are the Grand incount of Abstractus, by Carle Bononi, and Ca-abstracts Composition of the Church, by St. Orso, by the Light is a Greek marble was containing assuming at time things of this see, and the silver

crucifix is exquisitely wrought with sculptures of the 6th century. The Chapel of the Madonna del Sudore, contains a marble arn in which repose the ashes of St. Barbatian; and in the vestibule of the sanctuary is the Paschal Calendar, remarkable as a specimen of astronomical knowledge in the early times of Christianity. In this place we also see Guido's beautiful painting,—the Angel offering Bread and Wine to Elijah. In the sacristy is the pastoral chair of St. Maximian. Some fragments of its relebrated door of vine wood are still preserved behind the grand door of the Cathedral. The ancient baptistery, called "S. Glovanni in Fonte," is an octagonal building with a cupola adorned with Mosaics.

The magnificent Basilica of San Vitale, built in the reign of Justinian, by St. Ecclesius, furnished to Charlemagne a model for his church at Aixba-Chapelle. It contains excellent Mosaics. In the Chapel S. S. Sacramento is a gilded ciborium, said to be by Michael Angelo; a picture of St. Benedict, by Francesco Gersi; and the Assumption of St. Gertrude, by Andrea Barbiani. In the vestibule of the sacristy is a superb bass-relief of Greek marble, representing the "Apotheosis of Augustus," as also many paintings of considerable merit. We must not fail to notice the Tomb of the Exarch Isaac, the creat ornament of Armenia, erected to his memory by his wife Susanna. He was the 8th Exarch of Ravenua, and died A.D., 644.

The other churches worth visiting are the Basilica of St. Giovanni Evangelista, the churches of St. Giovanni Battista, of San Vittore, of San Domenico, of S. Appolinare Nuovo, of S. Francesco, of Sta. Agatha, of Sta. Maria in Porto, and of S S.Nazario e Celso, also called, Mausoleum of Galla Placida.

The Tomb of Danie. Few monuments in Italy and none in Ravenna, excite so profound an interest as the tomb of Dante; indeed, one cannot help looking on it as one of the first monuments of Italy.

Resina .- Population, 9000-Ten miles from Naples en route to Vesuvius, to ascend which it is necessary to write or call upon Vicenzo Gozzolino, who is the only good guide, and there are many impostors. The entry to Herculaneum is here.

Rimini.-Ing:-Post.

An interesting episcopal city, situated in a rich plain, with a population of 9,500. Its principal object of classical interest is the Triumphal Arch of Augustus. The Churches are all worth seeing.

Rome .- ( With Map in Special Edition) -- Horets HOTEL D'ALLENAONE, a first-rate house; com-manding a fine view of the Piazza d'Espagne; highly recommended.

HOTEL DES ILES BRITANNIQUES, in the Piezza del Popolo, delightfully situated under the Pincian Hill, a first-class, clean, and good hotel for families or gentlemen.
HOTEL DE L'EUROPE, good but expensive.

HOTEL DE LA MINERVE, frequented by R. C. ecclesiastics.

HOTEL D'ANGLETERRE.

Rome, the capital of the "Papal States," seat of the Popes, and once the citadel of the Csesars, is situate on the banks of the Tiber, partly on a plain, and partly on low hills, with their interrecting valleys, about sixteen miles from the mouth of the river. The Tiber divides the city

into two unequal parts. The smaller on the righ. bank is called the Leonine city and Trasteveret Walls of 15 miles in circuit surround the entire city. The modern city is built upon the Campus Martius of the ancient Romans, lying along the banks of the Tiber, to the north of the seven hills which formed the site of ancient Rome. Four of these hills, once the scene of so many exciting events, are nowalmost entirely deserted, or covered by gardens, vineyards, broken buildings, or ruins. The streets, though spacious, are winding and badly kept. Rome is entered by the Porta del Popolo, built by Vignola, from designs by Michael Angelo, in 1561. The gate opens upon the spacious Piazza del Popolo, a rather broken area at the foot of Monte Pinclo. In the centre stands the fine obelisk of Rameses I. The inns of Rome are generally situated within the triangular space lying between the Porta del Popok), the Plazza di Spagna, the Via Condotti, and the Corso. The charges are generally for dinner, from 7 to 10 pauls; breakfast, 5 pauls; tea, 3 pauls. A bedroom generally costs from 2 to 5 pauls per diem. A suite of apartments, from 20 to 50 panis per day. Lodgings in private houses are very easily obtained, and at reasonable prices. The best situations are the Plazza di Spagna, the Via Babuino, the Corso, and the intervening streets.

The churches in Rome form the greatest object of attraction for the traveller, and claim his flist attention. They are 364 in number, seven of which are called Basilica; the principal ones are as follows:—St. Peter's, St. John Lateran, Santa Maria Maggiore, and Santa Croce, in Gerusalemme, within the city; and St. Paulo, San Lorenzo, and San Sebastian, ertra muros. St. Peter's stands on a slight acclivity, in the Leonine city, in the north-western corner of Rome. It is built in the form of a Latin cross, the nave being in length 607 feet and the transcpt 444 feet. The east front is 396 feet wide and 160 feet high, whilst the pillars composing it are each 88 feet high and 81 in diameter. The height of the dome, from the pavement to the top of the cross, is 448 feet. In front of the church there is a large piazza. The church occupies the place of Nero's Circus. and is erected on the spot where St. Peter was martyred. It occupied a period of 176 years in building, and required 350 years to perfect it. It cost £10,000,000; it covers eight English acres, and is kept in repair at a cost of £6,300 per annum.

The English traveller cannot fail to be interested by a visit to the Chapel of the Presentazione, in which is the tomb of Maria Clementina Sobieski, wife of the Pretender, James III.; she died at Rome in 1745. Opposite to this is Canova's cele-brated "Monument of the Stuarts." The expense of this monument was defrayed by George IV

San Glovannt in Laterano, St. John Lateran, is the Pope's church, he being its official minister. It is in this church, also, that the Popes are crowned. It contains the famous chapel of the Corsini, reckoned the finest in the world, and stated to have cost £100,000. The Lateran Palace and Museum should

The other hasilice, particularly St. Maggiore and Saint Panio, and churches are equally interesting o the traveller.

The palaces rank next in the order of merit, but cannot here receive any but a very short notice.

The Vatican stands prominent among the palace of the world, as invested with the greatest interest whether we regard its identification with all ecclesi astical history, or the influence it exercised over christendom for 400 years. Its existence dates from the eighth century; being dllapidated, it was rebuilt by Innocent III. in the twelfth century. It is the winter palace of the Pope, and stands over the Vatican hill, near to St. Peter's. It covers a large space, and is 1.151 English feet long, and 767 feet broad. It contains 4,122 chambers, and has eight grand staircases and two hundred smaller ones, and twenty courts. In it are the Pioclementine and Chiaramonti Museums, both filled with the master-pieces of modern art. Here are also the Capella Sistina, or Sistine Chapel built in 1473, and the Vatican Library, containing the richest collection of manuscripts and pictures in the world.

The Quirinal, or the Palace of Monte Cavallo, built on the Quirinal hill, is the Pope's summer residence, and will repay a visit.

The Capitol now occupies the square of the Capitoline hill, under the name of the Plazza del Campidoglio. It occupies the site of the ancient Capitol. and contains the palaces of the Senator and Municipal Magistrates of Rome. The Collegio della Sapienza, a university of Rome, founded by Innocent IV. in 1244, is one of the oldest in Europe. The Roman College, and the College de Propaganda Fide. are likewise worth visiting,

The English Burial Ground is situated near the Porto San Paulo, adjoining the Pyramid of Cains Among the British buried here are the poets Shelley and Keats, Wyatt the scniptor, and

Bell the celebrated anatomist.

ENGLISH CONSUL-Mr. Freeborn.

Physician .- Dr. Smyth, M.D.M R.C.S., 9, Planza di Spagna.

Dr. F. W. Sargent, Physician to the American Leration, Rome. No. 13, Plazza di Spakua, 2do, pione, Dr. John Parkin, late Medical Inpector for Cholers in the West Indies, No. 21, Via Conditti, Rome,

English and American Bankers.—Packenham. Maquay, Smyth, and Hooker, 20, Plazza di Spagna. give the highest exchange on letters of credit, circular notes, &c., whether addressed to them or not in correspondence with Messra. Maquay and Pale enham, Florence.

ENGLISH READING ROOMS, Monaldine, in the Plazza di Spagna, supplied with London Delly Papers, Galignani, a small English Library of Books, Maps of Rome, &c. Subscription, 1 sc. per month. Enter address.

Fartles are made up at Piallis to see the statues by terchlight, by which means what would coas one 2's costs is, or 2s., well worth seeing.

ENGLISH CLUB is held at No. 11, Via Condotti. Puntry Chocus.-Pay no attention to these, as they divide time differently from other countries.

THE THEATREL-Valle (opera and plays), Argentina (operas), Appoilone or Tordinora (grand pperas), all 3 pauls. Eurattini (fasteccini). HACKNEY CARRIAGES may be hired by the hour or day. The principal stands are the Plazza of Spagna, Monte Citorio, the Corso, and the Plazza of St. Peter's. The charges are 4 pauls per hour, 3 pauls for the second hour, 10 pauls for four hours, and 3 scald for the day.

POST OFFICE.—Open from 10 to 2 for delivery.
Address must be very plainly written. If possible, have letters addressed to the care of some banker, or to some respectable hotel, rather than to the Poste Restante. Letters for England take five days in transmission.

English Chunen.—The English chapel, outside the Porta del Popolo. Divine Service from October to June as follows, on Sundays, Holy Communion, at 9 o'd'ock-- morning service at 11, atternoon service at 3; on week days, morning service dally at 11 o'clock. Chaplam, liev. H. C. Woodward.

The population of Rome numbers about 180,000, besides the Jews who number about 8000.

Conveyances. - Travellers preceeding southward to Nuples have the choice of two diligences, one takes the route inland by Ceprano, the other takes the route by the Pontine Marshes, Terracina, and the coast. The courier has a roomy carriage, and also takes passengers; at the frontier he transfers the travellers to the Neapolitan conrier, whose carriage is neither clean nor comfortable. The traveller's best plan is to preceed to Civita Vecchia, a journey of 8 hours by diligence and there avail himself of the almost daily steam communication with Naples. Departure of Couriers carrying Passengers: - Monday, Tuesday, Wednesday, and Friday, at 3 p.m., Saturday, at 5 p.m. to Naples, Bolocna, and Florence. To Naples, 30 hours, fare 16 sendi; Florence, 36 hours, 18,50 scudi; Bologna, 52 hours, 22 scudi; with 3 paul additional per cost for the postilhon. Rome to Naples, Monday, Wednesday, and Friday, at 7 a.m., in 34 hours, sleeping at Terracina; Tuesday, Thursday, and Saturday, at 11 a.m. in 28 hours, without stopping. Fare: coupé, 11 scudi; intérieur, 10 scudi. Romé to Florence. Monday, Wednesday, and Friday, at 5 a.m., in 36 hours, by rail from Sterma. Fare: coupé, 144 scudi; intérieur, 134 scudi; by Sterna, in 36 hours; fare 14 scudi. See page 237. Railway to Civita Vecchia. See page 469.

Sienna.--Siai. -Inns:---Aquila Neba, Le Arme d' Inghilterba.

Is the chief city of one of the five compartiment of Tuscany, and has a population of 19,000, being only a sixth of its former inhabitants. Its chief abjects of attraction are the Duomo or Cathedral, attiged marble outside and fine paintings, substituted marble outside and fine paintings, substituted that the condemna delication, and other a sixth worth worthy of an hour a sixth the Accademna delications, San Carlestons, Can Carlestons, San Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can Carlestons, Can C

hall of the Academia degli Intronoli. The Gates of the city and the citadel are also worth inspections

Luggage is examined unless a small fee is given, The old city, standing high, is cool and healthyand has no mosquitoes. Here is some street psinting. Sleana school numbers amonget its artists, Peruggi, Sodoma, Vanni, Pacchierotto, Beccalumi, Perugino, fra Barolomeo, Riccio, Nemmi, &c. Birth-place of St. Catherine.

Conveyances .- Railway, see page 168.

Sorrento.—5000.—A town in the south-east coast of the bay of Naples; beautiful views; heather the climate; good fish, fruits, batcher's meat, and milk. Mule a ire 8 car. per day, 4 half day; donkoys 3 to 6 car., 1 car. to guide. Exquisite pedestrian excursions in the neighbourhood.

Spezia.-4000.-Hotels:-

HOLEL D'ODESSA, a new and first-class hetel; delightfully situated, with extensive accommodation for families or single gentiemen.

HOTEL DE LA CROIX DE MALTE, a first-rate large establishment, in a good position, and deservedly recommended.

Spezia is a considerable town in the Sardinlars Statea, and is beautifully situated at the foot of the Gulf of Spezia, about 40 miles from Genoa. Of late years this has become a favourite and much frequented watering place. The bathing is excellent, and there is extensive accommodation. Spezia is also much resorted to by the Italian nobility during the summer, as the country all around is very beautiful, and the scenery the Gulf afforts is a great attraction for aquatic exentionists. There are five caves on the western side of the Gulf. There are steamers twice a week between Spezia and Genoa.

Tivoli—(no good inn)—is situated in the Campagna di Roma, 18 miles from Rome, in a delightful situation. It is the seat of soveral remarkable antiquities, as the remains of the temple of Vesta, of the sybli, the villa of Mæcenas, the villa of the Emperor Adrian. The Teverone terms a picturesque caveade at Tivoli, the former one has recently been destroyed, by diverting the river into a new channel; but the existing cascade is not inferior to its predecessor.

Treviglio.—Stat —A small place with a beautiful Church, whose style of architecture is singularly remarkable. It is 18 miles from Milan by rail.

CONVEYANCES .- Railway, see pages 166 and 167.

Treviso.—Stat.—Ines:—Alseboo Reale and Four Crone.

17 miles N.W. of Venice, with 16,000 insahitanta; Many elegant villes are met with on appropriating

the fown, which is itself adorned with a number of churches and palaces, and has a handsome Townhall and an Academy of Arts and Sciences. Manufactories of Cloth, Paper, &c. Among the churches the most worthy of note are that of St. Nicholas, an antique structure, and the yet unfinished eathedral of St. Peter's, in which are paintings by Titian, Domenichino, &c.; it has two theatres, and near it is the magnificent villa Manfrini.

CONVEYANCES .- For Railway, see pages 165.

Turin (Italian, Torino). -- 125,000. -- Stat. -- With Map in Special Edition.)-- Hotels.--

HOTEL FEDER—a first-class capital hotel and high ly secommended. The proprietor, Mr. Feder, keeps an hotel of same name and equally good, at Genoa.

HOTEL DE L'EUROPE, an excellent first-class house in every respect, and deservedly recommended. Mr. Trombetta, Proprietor.

HOTEL DE LA GRANDE BRETAGNE, Rue de Po, well situated, and an exceedingly good house.

CAPES.—SAN CARLO, FIORALE RESTAURANTS.— L'UNIVERSO, IL PARORE, LE INDE. Cup of mixed coffee and chocolate called "beccherino," drunk here early in the morning, costs 13d.

Turin is the capital of Piedmont, and a thriving city. It is situated on the left bank of the Po, mear its confinence with the Dora Riparia. It contains about 110 churches and chapels, all of which are remarkable for their architecture and for the splendour of their ornaments. It is an Archi episcopal see, and the seat of the Piedmontese Benate. The University, the Military Academy, the Royal Academy of Sciences, the Academy of Arts, the superb Museum of Egyptian Antiquities, the Hydraulic Bullding, and a fine Museum of Paintings and Private Galleries of Marquis Cambiano and Count Caratch, with many others, are well worth a visit. The walks around Turin are remarkably beautiful, and in its delightful neighbourhood rises the chain of heights cailed Collina, on which are built superb and picture que Several small but elegant towns surround Turin, within a radius of a few miles, all of which possess objects of interest, such as the Royal Palace at Stupianigi, one of the finest summer residences in Europe; the Veterinary School at Venerria Reale; the magnificent church at La Superga, five miles from Turin, containing the mausoleum of the Royal Family; Agri, Rivoli, and Moncaliere, with their royal palaces and chateaux, are worth visiting.

The Post Office is situated in the Palazzo Carigname. The latest hour for posting French and English letters is 9 a.m. and 5 p.m.

The fiacres or carriages ply for hire in the Piazza Castello, and answer as well as the expensive carriages of the hotels.

Passengers are booked through from Turin to Bodge d'Ossola, where they must take a fresh thing for passing the Simolon. BRITISH AMBASSADOR-Sir James Hudson.

PROTESTANT CHURCH.—Divine service is solemnised each Sunday in the new Protestant church, in French, at 10½ a.m., and Italian in the afternoon and evening.

English Service every Sunday at 10.30 a.m., in the Chapel attached to the Vandois Church. The Rev. Robert L. Tottenham, Chaplain.

FRENCH AND ENGLISH APOTHECARY.—Borserelli, 10, Via di Francesco di Paolo.

Electric Telegraph Office, in the Piazza Castello, adjoining the Foreign Office. Dispatches forwarded to England, France, and Germany.

Conveyances.—Railway from Turin to Genos see pp. 158 & 159. To Novara, p. 160. To Alessan dria and Arona see page 158. Also to Phereolo Caneo, and Susa, see pages 159 and 160. The views by the road are magnificent, and turnestiately after leaving Alessandria, the traveller may observe the plains of Marongo, the famous battle-field. The Sardinian couriers have clear, and fast carranges, and leave Turin every morning at 10 o'clock, for the following places:—Geneva; by the Mont Cenis, fare 60fr.; Lyons in 36 hours, fare 60fr.; evening at 6 for Nice, fare 39fr. 50e; Mina, fare 27fr. Diligences of Messra. Alf. Bonafous & Co., and the Messageries Imperial, leave daily at 6 p.m. Fares, to Genoa, 20fr. 40e.; to Mina 18fr.; to Lyons, coupé, 5 fir., interieur, 46fr.; to Genavs, by Chambery, coupé, 56fr., literieur, 46fr. See page 239.

### Udine .- HOTEL L'EUROPA.

In the territory of Venice, 47 miles N.W. of There is a busy town with a population of 19,000s. The most remarkable buildings are the cathedral, a fine structure, the pulsee of the Proveditori, a hand-some opera-house, the Bishop's palace, and the chapel of the Torenni, in which are some excellent relies by Toretti. The principal square is adorned with the monuments of the Peace of Campo Fornic and of Francis I. There is a noble prospect from the tower of the cavile. The Campo Santo is considered to be one of the most beautiful cometeries in Europe.

Convertances -Diligence to Casarsa, and Triesta, see page 249.

#### Varallo .-

This town is only a short distance from the Turis Italiway, near Lakes Maggiore and d'Orta. It is the birthplece of several ominent painters, and is, therefore, rich in fine paintings and frescoes. There is a magnificent sanctuary, containing fifty handsome chapels, filled with statues of great beauty and colossal dimensions; there is also a splendid view from this edifice. From Varallo there are several routes into Switzerland by the Simplen, the Holten, and the Tario. Near Varallo there are gold, silver; afterly, and cheff and cobelt mines, which are worked by Switzerland by the Simplen, the Color of the strength of the several colors.

Venice-106,000—(Italian, Venezia; German, Venedig.)—(With Map in Special Edition.)—

### HOTELS.

GRAND HOTEL DE L'EUROPE. We beg to refer our readers to the advertisement of this Hotel, see End of book, to show that the proprietors are desirous of meriting the patronage of English travellers.

GRAND HOTEL VICTORIA.—This newly opened Hotel is conducted by able and experienced Managers. Good table d'hôte at 2 and 5. Board and Residence on the Euglish, American, or Swiss system.

GRAND HOTEL DE LA VILLE, first rate, and in a good situation; equal to any of the best in It ly

CAPES.—Florian and Suttil —Breakfarts a la Franch papers. Rostaurants, Café Haus in Campe Galia behind Procuratio Vicchie. Restaurant Francais, over the Café Militaire Plazza, San Marco. Fish here in groat variety.

Venice, one of the capitals of the Lombardo-Venetian kingdom, is built on 72 islands on piles in the midst of a salt lagune, or shallow take, It is dividod into two unequal parts by the Canalazzo, or Grand Canal, the course of which through the city follows the form of an inverted S; is 300 feet wide, crossed near the middle of its course by the Ponte di Rinito, a spiendid marble structure of one spacious arch. In the midst of the labyrinth of canals and streets there are several large plazeas, nearly all of which are adorned with fine churches or palaces. The principal of these is the Plazza di San Marce, a large oblong area 562 feet by 232 surrounded by elegant buildings, and containing at its eastern extremity the metropolitan church of San Marco, a singular but brilliant combination of the Gothic and the Oriental style of architecture. The following Churches should be seen : -- S. Maria della Salute, S. S. Giovanni e Paulo, S. Sebastiano, 8. Maria dei Frari, S. Roco, S. Lorenzo, and the Jesuits (Gesuiti): all remarkable for rich marbles, or the works of Venetian masters. An intelligent Gondoller may serve as a guide--we can recommend Glusoppe Breeca, No. 34.

In the Piazza is also a loft square tower called the Gaupanile, 316 feet high, and 42 feet square, with a syramklet top, to which the ascent is made by an inclined plane. Adjoining the church is the ancient palace of the Doge, the prisons, and other public offices of the late Venetian Republic. San Marco was erected and in the part 1817, when the patriarchal seat was removed to it from San Pietro. It was founded in the year 1829 by the Doge Guistianaro Participazio for the purpose of receiving the sales of St. Marc, which had just then been translated from Alexandria by Bone the Tribune of Malaznecco, and Essico of Torcello. The Library of St. Marc is a nobig designed building, and consists of two orders—the Dorte and Ionat. The Zecca of Mint-adjoins the Library on the Mole. The Dorte of Palace, or the Palazzo Ducale, is altrasted in the astern suff of the Plazzetta. The first

palace built on the spot was in 820. The was 464 stroyed in a tunult, and the Doge Pietro Ursolio built a second one is 970, which was destroyed by a great fire in 1120, and rebuilt in 1354-5 by the Doge Marino Fallero.

The Academia dello Belle Arte Islocated in the ancient Convento della Carità, and is well worth attention. The house of Titian is also of great interest, and will repay a visit. The chief Theatres are those of La Fenice and San Benedetto. The islands shout Venice, in the Lagoon, contain many buildings worth seeing. The Lido or narrow Island which makes the shore of the Adriatic, should be visited.

The price for a Gondola, one rower, for the first hour is I Zwanziger, for every subsequent hour 60 cent. There are upwards of 4,000 Gondolas at Venice. The tide rises three feet. A good gondoller serves as valet de place; ferry for crossing the Grand Canal is about id.

CHURCH OF ENGLAND SERVICE.—Every Sunday foroncon at half-past eleven, at the residence of the clergyman, Palazzo Cirran, S. Gio Grisostomo, No. 5751.

ENGLISH CONSUL, -- Vacant.

ENGLISH BANKERS, Messrs, Mudie & Co.

READING ROOM.—There is a News-Room at the protund to the Plaza St. Marco in the Procuratic Veschie, in which French, English and Italian newspapers may be found. Persons can pay for one week, or subscribe per month.

Converances.—Steamers to Trieste, see alphabetical list, page 211. Railway, see pages 165. & 166. Diligences daily to Laibach, Milan, Udine, and Viouna. See page 240.

Vercelli, -Stat. - Hotels: --

L'ONE D'ORO. LA POSTA.

A venerable city, situated close to the left bank of the Sesia, on the road from Turin to Milan by Novara, and containing a population of 18,200 inhabitants. Its chief objects of attraction are the Duomo, or Cathedral, the library attached to which contains a rare and valuable collection of manuscripts, the most remarkable of which are, a copy of the Gospel, written by St. Eusebins in the fourth century, and a manuscript of Angle-Saxon Poems brought, it is said, from England by Cardinal Guala, Papal legate to England in the reigns, i John and Henry III .- The readers of English history will recognise the name as mixed up with the transactions of the Barons of Runnymede in 1215; the church of St. Andrew, the Hospital, both founded by Guals; and the church of St. Christopher, which possesses some Italian frescoes of Gandenzio Ferrari, and some excellent paintings. For Railway, see pages 168 and 169.

Verona.—Stat.—Hotel La Torre de Londra.

HOTEL DUE TORRE AND HOTEL PARIEL.

An ancient city, containing about 65,000 inhabitants, connected with Venice by railway. It has a pleasant and picturesque situation, the Adige, which is crossed by four stone bridges, flowing through it, dividing the city into two parts. The appearance of the buildings is generally very tine, owing, in a great measure, to the great quantity of marble employed in their construction. The most remarkable of the ancient edifices of Verona is the amphitheatre. It is built of Verona marble, and is nearly perfect, owing to the care that has been taken of it. The Palazzo del Consiglio contains some good paintings and statues to celebrated men of Verons, among which are Pliny, the younger, Macer, Catallus, Cornelius Nepos, and Sciplone Maffel. The Museo Lapedario contains a very interesting collection of antiquities. There are a number of churches worthy of remark. The principal of which is the Cathodral, an ancient gothic building with a fine porch, the entrance to which is guarded by the two celebrated Paladins, Roland and Ohrer. It contains some good paintings; among which is an Assumption, by Titlan, and considered as one of his best works. San Zenone, an interesting edifice in the Lombard style, with a front of marble, and siles of alternate brick and marble. San Ferruo Maggiore is a fine ancient gothic building, containing some remarkable monuments, and a few good pictures. Santa Eufemia is rich in frescoes and paintings, a number of which are by Carota. It also contains some remarkable monuments, SS. Nazaro e Celso contains a great number of good paintings and frescoes. Santa Anastosia is a remarkable building, rich in paintings and afters, and some old frescoes. Verona possesses a philharmonic institution, a so-

cicty of serionce and art, academies of painting, music, and agriculture, two libraries, a lyceum, &c. There is a tomb shown in the garden of the Ordantorrollo, said to be Romeo and Juliet's, but the real tomb was destroyed many years ago.

Conveyances.—Railway, see pages 166 and 167. Dillactices, see page 240.

Vicenza. -- 30,000 .-- HOTELS. --

PARIGI, CAPELLO ROSSO.

Beautifully situated. Palladio Architect here. Braganza Winc. Piazza dei Signori, fine.

Viterbo is a neatly built opiscopal city, with 13,000 inhabitants, at the toot of a will, surrounded with gardens, veneyards, and country houses, 42 miles north-west of Rome. The streets are broad and well paved. The public buildings are of no importance, its churches only being worth visiting.

Vogogna...-Horer::-La Couronne, comfortable...-A small Town on the Singlon road convenient for travellers proceeding up the valley of Anzasca to Macuganga. The char road is open to Fonto Grande, where there is a good im. There is a bridle path from Ponte Grande to Macuganga and Borea. "Hotel Cacclatore" a clean little lun. The Glacker at the foot of Meate liosa is only one hour farther, and then the pass of the Monte More commences, leading from Macunga to Visp in the Valois, From Vogogna to Ponte Grande is 3½ hours and from Fonte Grande to Barca 5 hours. The scenery on the whole journey is superb.

## ISLANDS.

Capri.—Situated about 4 miles from Massa, 8 from Sorrento, and 24 from Naples; is remarkable for its picturesque scenery and salubrious air. There is no trace of volcanic formation in this island, and to this fact is attributed by many the healthiness o the climate, and the superiority of its vegetable productions; the oil, wine, and the other produce of Capri being regarded as the finest in the kingdom. Perhaps there is no spot in this neighbourhood so little known, yet so well adapted to the English taste. Here a sportsman will find abundance of quails and woodcocks twice in the year, and excellent fishing at all times—the artist, the boldest and most magnificent marine and rocky scenery-the antiquary, ruins of Roman grandeur-and the economist, cheap and excellent living. There are two very clean and decent hotels, called respectively the Vittoria, kept by Signor Pagani, and the Londra, by Signor Petagua; and were there a greater concourse of strangers, many are the small houses, now lying vacant, which could be fitted up for a trifle.

Amongst the natural curlosities of the Island ahould be mentioned the Blao Grotto, the tircen Grotto, and one recently discovered; but the lover of spiendid scenery should never leave this island without spending a day on the heights. To its other attractions may be added the peculiar character of the air, which is singularly well suited to cases of bronchties, where the soundness of the lungs can be guaranteed. Donkeys 6 car. per day, guide 6 car.

English Physician -- Dr. Clark.

CONVEXANCES.—There is daily communication with the coast by excellent boats, which may be met with at the Porto di Massa in Naples. Other boats leave twice or three times a week for Massa, Sorrento, and Castellamare. A steam-boat goes from Naples to Capri, Monday and Thursday at 8 a.m., resuring at 33 p.m. Fare—2 plastres there and back. A seket boat daily, 10 gr.

Common is a small island, two miles in length, between Maita and Gozo, and partakes more of the character of the latter. The two channels which it forms have from 12 to 20 fathoms water, and are safely passable by the largest ships in mid-channel, in which also there is good anchoring ground of this sand.

Corfu. -- Hotels.--

CARTERS, BELLA VENEZEA AND EUROPA.

This beautiful island, the principal of the Ionian Republic, is under the protection of, and garrisoned by the English. Steamers run between Trieste & the capital, Corft, 3 times a week at least, in connexion with Alexandria, Smyrns, Patras, Zante, Athens, Constantinople, Venice, Ancona, and Brindis. Her English is mail boats touch once every fortnight from Malta. The Austrian Lloyds Company from Trieste is excellent. The Are from Trieste to Corf. 18, 10a, acting on-beard, 5a, a-day, and a very good table kept. The publics, two days on an average, detring the Digmattan coast along the eastern maures of the Asthnic, and three days by Ancona;

to Athens in two days by Patras; to Otranto in 12 hours, but sometimes several days. Fares 5 Spanish Dollars. Fares to Athens 45 fl., 30 fl., and 15 fl.; to Constantinople, 80 fl., 54 fl., and 20 fl. The Albanian mountains, form a most splendid view on approaching Corfu. On arrival there one may land at once without any trouble. Spanish, English, and Austrian silver money taken. Excellent roads all over the country, and plenty of horses and car-riages to be hired. The view from the top of the Citadel is magnificent, and there is a delightful evening walk along the shore past the village of Castrades, through olive and orange groves to the One-Gun-Battery, where fable and tradition say Ulysses' ship was wrecked, and transformed into the chapel-crowned inlet underneath the spectator's eye. An excursion to Pantaleone, a mountain pass 16 miles inland; there the view is superb. A drive to the village of Benitza, 8 miles distant; and a sea excursion to Govino, the old Venetian harbour; thence to ipso, with its ancient olive trees; and on to Karagol, the extremity of the bay, would each and all well repay a visit. A Greek boat costs about 12s. a-day, with four rowers. To visit the harbours on the opposite coast of Albania it is necessary to take a guardiano to avoid a quarantine of twenty-four hours on return. This costs 2s. 6d. a-day besides the expenses of the man.

Money.—English gold and silver; also the Spanish pillar, or Mexican dollar, value 4s. 4d.; imperial Neapolitan dollar, 4s.; Roman dollar, 4s. 2d. and copper pence, halipence, farthings, grains; 10 grains make a penny.

make a penny.

Bookseller, Mr. J. A. Taylor, who publishes an English Magazine, and is Agent to several London bankors. Bradshaw's and Murray's Handbooks on sale: Bradshaw's Continental Rallway Guides. &c.

GOSO, the mest northerly Island, is more elevated than Matte, and is entirely circumscribed with perpendicular rocks, the highest of which are to the west and south, where they are very steep. The surface of this island is not so uneven as that of Malts. The grapes of Gozo are peculiarly fine, and are highly esteemed. Cotton and grain are also cultivated here; the air very salubrious and healthy; whilst the country also possesses very beautiful prospects.

Eschia, Jaland of 25,000—20 miles from Neples. Mineral baths; fine view of the wondrous bay from Monto Epomes, which is 25'4 feet above the sea. Cheapest way to get here is by daily market-boat. Fare log r. passage 3 to 6 hours.

Madeira.—Hotels:—Yatze's Family Hotel. Miles's Family Hotel.

For the accommodation of invalide, there are several first-class Boarding-houses. We may meation Mrs. Harn's, 20, Rus de Cannis, as peing most comfortable, and charges moderate: Mr. 488812, Quints de Fonte, a well-conducted house; Mr. 48881 loway's, Caminho de Meyo, situated above the town.

Madeira is situated in 32° 37' N. latitude, and in | 17° longitude W. of Greenwich. It is distant 240 miles from Teneriffe, 360 miles from the Coast of Africa, and nearly 300 miles from the Isle of Ferro. Its greatest length is 381 English miles, its greatest breadth 12 geographical miles, and its circumter-

ence 96 geographical miles.

Captain Marryatt writes, "I do not know a spot on the globe which so much astonishes and delights, upon first arrival, as the Island of Madelra. Perhaps he has left England in the gloomy close of the autumn, or the frigid concentration of an English winter. In a week he again views that terra firms which he had quitted with regret, and which, in his sufferings, he would have given half that he possessed to regain. When he lands upon the Island what a change! Winter has become summer; the naked trees which he left are exchanged for the most luxuriant and varied tolinge; snow and frost for warmth and splendour; the scenery of the temperate zone for the profusion and magnificence of the tropics; a bright blue sky; a glowing sun; hills covered with vines; a deep blue sea; a picturesque costume-all meet and delight the eye, just at the procise moment when, to have been landed, even upon abarren island, would have been considered a luxury.

The population of Funchal, the capital, is about 25,300 persons, numbering amongst them about 100 English families resident on the Island. The salubrity of the climate, the superior hotel and boarding-house accommodation, combined with the efficiency of the medical staff, have gained for this "fair Isle of the Seas," a world-wide reputation -the influx of visitors and invalids during the winter season, from all parts of the world, beingvery great.

BRITISH CHAPLAIN,-Rev. T. K. Brown. BRITISH CONSUL—George Stoddart, Esq.; Vice Consul...G. Hayward, Esq. Physicians, (English) -Dr. Lund, Dr. Broughton, Dr. Horne Kemp. BOOK STORE--J. Mason's, Rua de Alfandega, where views of the Island, stationery, &c., can be obtained. STEAM PACKETS leave Southampton on the 9th and Plymouth on the 24th of every month. PASSENGER BRIGS, Comet and Eclipse leave London once a month. Money. -- The money current here is the Spanish dollar, American engles, and English gold and silver. Visitors not provided with drufts on the merchants, will find sovereigns the most convenient coin.

Malta,-Hotels.-

MORRELLA HOTEL.

IMPERIAL HOTEL, recommended for attention. civility, and moderate charges.

Malta is distant 160 miles from Cape Passaro. the Southern point of Sicily, and 200 miles from the African coast, 220 French leagues from Marseilles, and 180 from Athens (the Pirceus).

Malta is of an irregular oval figure, about sixteen miles in length, by eight or nine in breadth, and is composed of calcareous rocks, which slope like an inclined plane, from the level of the sea towards the south and cost, where they attain the height of nearly 200 yards.

Gardens are numerous in Malta, especially towards the east. They are generally ornamented with orange and lemon trees, to which the greatest attention is paid. Beer are also to be found here in great abundance; the honey is delicious, and

remains always liquid. There are numerous asses of strong breed. The sheep are very prolific, and There are about six or number about 12.000. seven thousand beeves maintained here; also, five or six thousand horses of all ruces. Besides the food produced from the soil, there are several hundred boats employed in the fisheries for the daily supply of the markets. The climate of Malta is delightful, the four seasons are regularly defined, and the air is very salubrious and healthy. The Maltese are of a mixed race, principally Italian and Arable; and their language, like themselves, is an Italian-Arable dialect, intelligible to the nations of the opposite African shore. The mercantile and higher classes speak pure Italian; English is only spoken in Valetta. The Maltese are a robust, an active, and a temperate people; but owing to a want of employment are still very poor, wasting their energies in idleness. Their condition, however, has become greatly improved since they became British subjects, new sources of industry being opened up to them, and some of them have become the best sailors in the Mediterranean.

Articles of almost every description can be obtained off. B. Hood and Co., see advertisement, and of book. Bookseller and Publisher, G. Murs, 247, Strada Reale, where travellers will find all necessary Guide Books and information connected with the Island or the continuance of their voyage.

For Steam-packets, see page 199.

I'MONEY .- The money is that of England, but a commission of 5 per cent is charged on exchanging English Bank notes, therefore gold should be taken in preference to notes. The Maltese sendo, 11s. 8d. English, is divided into 12tari of 20 grains each; also South American dollars of the value of 43. 2d.

The chief town of Malta is Valetta, which is built upon a tongue of land extending into a bay, and forming a splendid harlour on each side, the projecting points of which are occu-pied by forts and towers, the city itself and suburbs being surrounded by impregnable fortifications, parts of which are cut out of the solid rock. The streets of Valetta are narrow and steep; but it contains some splendld buildings, which still attest the magnificence and devotion of its former masters, the Knights of St. John, to whom the island was gifted by Charles V. after they had lost Rhodes: in 1798 they were dispossessed by the

Civita Vecchia, or the old town, is situated in the centre of the Island, and is called Medina by the natives. Its situation is so high that, on a clear day, the whole island and the coasts of Sicily and Africa may be seen at the distance of about 60 miles. The catacombs are very extensive, and of great celebrity. Near the western part of the north coast is the Calle di San Psulo, or haven, where St. Paul is said to have tarried after his shipwreck, though some writers consider the island of Meleda on the Dalmatian coast to be that on

which the apostle was east.

Zante, a beautiful Island near to the West coast of the Morea, celebrated for its currents, a small species of grape; magnificent views; steam communication with Corfs, Athens, &c.

## THE LEVANT.

Smyrna,-Hotel.-DES DEUX AUGUSTE .- Landlord, Mr. A. Millo.

This city is the richest and most flourishing in the Levant, possesses a population of about 130,000, and from its position at the head of the Gulf of the same name, carries on a most important traffic with all parts of the world, which with its communications with the interior, has rendered it the emporium of the Levant. It contains some wellbuilt houses, belonging chiefly to the Franks, which form spretty quarter of the town, but the streets generally, except those which are covered, are narrow and dirty. It is built in the form of an amphitheatre, on the slope of a hill, on the top of vans. For Steamers, see page 207.

which is a ruinous castle. The Frank quarter is principally inhabited by English, French, Dutch, and Italian merchante, with their families and servants, whose persons and property are exempt from Turkish rule; and in civil, commercial, or criminal matters, they recognise no other judges than their own consuls. In the magnificent casino, are found all the principal periodical publications of Europe, and in the theatre, Italian comedies are played by an amateur company. There is a Greek college; and a gazette is published in French.

Smyrna is eight days' journey from Constantino-ple by land, and 25 days from Aleppo by the Cara-

## GREECE.

### - Athens. -- Hotels.--

HOTEL D'ANGLETERRE.-Good but rather dear. Landlords, Mr. Elias Polichronopulis, and M. Yahis Adamopolis-the latter acts as Dragoman.

HOTEL DES ETRANGERS .- Good and reasonable, and situated near the palace. Proprietors, Dieme-

trio Pomeni, and Dyonise Dragone. This ancient city, once the most flourishing of the Grecian republics, celebrated for its feats of arms, its learning, and the perfection to which the fine arts, more especially architecture, sculpture, and painting, attained under the influence of its gonial climate and sunny skies, is now reviving mid the ruins of its former grandeur, as the capital of fadod Greece. It is situated in a plain within an amphitheatre of hills, about five miles from the north-eastern part of the coast of the Gulf of Egina. It has been almost entirely re-built-since 1834 many improvements have been made, and new and more modern edifices erected, but still a conadderable portion of the town consists of narrow tersets, with poor-looking houses. The population

amounts to about 20,000, the greater number of whom are Greeks. The principal objects of attraction in Athens, are to be found in its antiquities. The Acropolis or citadel, built on a rocky eminence rising abruptly from the plane, and enclosing within its walls the remains of the Parthenon, as well as a beautiful temple of the lonic order, nearly entire. Several vestiges still remain of the splendid gateway, called the Propylom, which once adorned the entrance to the Acropolis, which was at its west end. In the lower town is a temple in the Doric style, formerly dedicated to the demigod Theseus, which has been converted into a museum. The ruins of the temple of the Olympian Jupiter; the tribunal of the Arcopagus; and other ancient structures are to be seen. The principal public buildings of Athens are, the king's palace, the royal stables, the mint, a military hospital, and a barrack.

Porto Leone (the ancient Pircous), one of the ports of Athens, is distant from the city about five miles, and between them there is an excellent. road, and coaches running at all hours.

# SICILY.

This beautiful island is situate in the Mediterranean Sea, adjoining the south-western autremity of six, from which it is separated by the narrow strait of Messina. Its greatest length is about 196 males, from which it is separated by the narrow strait of Messina. Its greatest length is about 196 males, and the population about 1,000,000. The island is studied with mountains, smong which, and on their ways, are integer in order to be sea, and the population of the sea.

Sicily forms a portion of the kingdom of the Two Sicilies, and possesses, virtually at least, a suprinciple should be sea, and the state of the sea.

Sicily some season of the state of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of the sea of

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Mullimmonia (Bellene, German).---15,000. Horse L'Assuro-best

Capital of the canton of Tessin, situated on the Tessia, in the lower part of the great vale Levanthree picturesque old castles close to the town. Zithan style of architecture. Diligences, see p. 331.

### Merne-27,000.-Hotels:-

Berne, the capital of the canton is situated on the left bank of the Aar, in north lat. 46.57, 1912 Net above the level of the sea, and is looked upon as one of the finest towns in Europa. The streets are broad and regular, and the prospects Arb very beautiful, particularly from the terrace (Platte forme) near the Cathedral, a beautiful Gothic building with a magnificently wrought steeple, and from the base of the observatory. It is the seat of Government, In the centre of Is the seat of Government, In the centre of the streets is a stone channel filled with a rapid stream; the streets are further embellished with a profusion of beautiful fountains surrounded with statues. The University, Veterinary School, Mili-tary Academy, Theological College, and Museum, are interesting. View from Observatory.

Berne is the general starting place for excur-sions into the Bernese Oberland. Travellers will do well to leave their superfluous luggage here. Carriages, servants, and guides are to be had at every hotel. Ministers for England, France, Bavaria, Austria, and Italy, reside at Berne, and passports should here be countersigned by the representatives of those States through which the

Convexances .- Railways, see page 149; Dillgences, see page 217.

Bienne or Biel .- 4.250 .- HOTEL :- HOTEL DE JURA.

Travellers should proceed to Neufchatel, where

the hotel accommodation is better and cheaper. Blenke is an eld fashioned town, situated at the frost of the Jura mountains, at a short distance from the lake of Bigne. Travellers generally make expursions to this lake and the island of St. Peter to visit the residence of the celebrated Jean J. Rousseau. The distance from Berne to Bienne is about six leagues. The road leaves Berne by the forest of Brangastin, and passes by Meykirch to Sectori.. The lake adjoining the latter place, tocoffer with the castle of Frenisberg, formerly a

Briens. - Lake of Briens. - Horsz Chorx BEARCHE-L'OURS good.

Chambery (Savoy)-Stat.-Horaca:-Hores by Perty Paris.

flery is distant from Geneva about 224 and from Lights 39 leagues. The town be depicted of Sevey—a dependency of the This light, and combine a population of the beautifully iterated in a valley

on the two small rivers of Albano and Laisee. It contains a large market place, and some ancient ruins, which, with the fountain of the Place de l'Ans, and the Tir de l'Arquebuse, or "ahooting place," are worth visiting. The other public edi-fices worthy of notice are the Santo Chapelle, the Castle, founded in 1230 by the Count of Maurienne, the staircase of which is well worth observation ; the Town-house, the Academy, the Poor-house and Hospital, the Theatre, and the Barracks.

English Church Service every Sunday by the

chaplain of the Railway Company.

The promenades are those of Vernay, a planted Boulevard, and the Terrace.

The environs of Chambery are remarkably pleasant, and are diversified with hills covered with orchards, gardens, and vineyards, intersected by

The roads from Lyons and Geneva to Turin, over the Mont Cenis, meet here.

CONVEYANCES .- Railway, see page 157. Diligences, see page 220.

### Chamounix.-Hotels :-

HOTEL DE LONDRES ET D'ANGLETEREE. HOTEL COURONNE.

HOTEL DU MONT BLANC-has baths.

3.150 feet above the level of the sea. A village in the valley of the same name, at the foot of Mon's Blanc, distant about fifty miles from Geneva. Diligences in the season: fares, 14 francs. Several days may be well devoted to explore the wonders of this celebrated region. The Montanvert, which can be ascended on mules, and commands a view of the Mer de Glace, ought to be the first excursion. It is an elevated pasture on the summit of a mountain under the Aiguilles de Charmoz. Half way up the ascent is an agreeable resting-place, at the fountain Caillet, beside which Florian is said to have com-menced his tale of Claudine. From this are seen to advantage the valleys of the Breven and of the Aiguilles Rouges. At the summit of Montanvert is a small building where refreshments, &c., may be had. The height of Montanvert above the valley of Chamounix is 2,565 feet. The Clacier do Bossons, which may be seen the same day, at the other end of the valley, is remarkable for the purity of the ice, and for the picturesque formation of the blocks of ice resembling a ruined temple of pyramids and arches. The Breven, on the op-posite side of the valley, 8,000 feet above the sea, affords the most magnificent view of the whole runge of Mont Blanc, with its numerous peaks covered with snow, and the glaciers pouring down into the valley. The Flegore, on the same side, commands the same view at a less elevation, and may be accomplished in half a day. The active tourist would be well repaid by a day's excursion to the Jardin, across the Mcr de Glace, 9,100 feet above the sea-a small portion of green earth, for a region of snow and ice, commanding a view of the recesses of this wonderful range of snowy peaks. From Chamountx to Martinny, by the passes of the Tete Noire or the Col de Balme, about nine librurs would be required; these roads are principleable for males only. The Teta Noire is call of the most

Asi Reale, north-east of Catania, a clean and weil-built town, standing on streams of lava, and containing 16,000 inhabitants.

Ateamo, an archiepiscopal city, with a royal college, and 20,000 inhabitants, 25 miles west of Palermo. In the neighbourhood is the site of the ancient Ægesta, where is a temple in good preservation.

Arragona is a small turn with about 800 inhabitants, six niles north-east of Girgent. It is remarkable for its picture-east of Girgent. It is remarkable for its picture-east of all the six of the
in its neighbourhood. Here, on a level surface, are
numbers of scarcely petceptible openings, from
which, at regular intervals, and with a husing sound,
little explosions of gas burst forth; whilst, at the
same time, a white and very delicate marly slime
swells out and flows in a sluggish steam.

Bronte is a small town placed at a considerable elevation above the sea. Bronte gave the fitte of Duke to the celebrated Lord Nelson, but his estate to which the title was attached has been entirely destroyed by cruptions of Ætna, at whose base it is stuated. A finely flavoured wine is produced here, but is not much exported.

Catania, a large archiepiscopal city, with wide and straight streets, and a good harbour stands at the foot of Mount Etna. Though having suffered much from earthquakes, it yet preserves the remains of an amphitheatre, larger than the remains of the colosseum at Rome. It contains a University. a Lyceum, a Public Library, a Maseum, and other literary in titutions. The wik stuffs of Catania rival the best in the kingdom. Its population is about 42,000. The drive from Catania to Messina is one of the most beautiful in the world in scenery, far surpassing that of the Rhinc. An excellent road, close to the shore of the Mediterranean; and high up on the right are numerous towns, cities, villages, and castles, some on the very summits of the mountain, as travellers going to the scene of the present emption of Atna, near Zaffarana, should stop at the village of Ginerre, 30 m.les south of Messina, where they take mules

Girg onti, an irregularly built and spiscopal city on the south-west coast, is situate on a hill 1,100 feet above the sea, not far from the shore, where it has a harbour. It has some fortifications, and about 16,000 or 17,000 inhabitants. In its neighborthood are objects calculated to excite the traveller's warnest interest, viz.: the remains of Agrigentun, consisting of the Temple of Concord, the Temple of Juno, and the rulus of the Temples of Ceres, Proscribin, Herenica, Apollo, Dian, Cestor and Pollus, Esculapius, and the Olympian Jupiter. The last was never finished, but was constructed with enormous columns 120 feet high. The pier of the harbour of Girgenti has been built from the rulus of these magnificent temples.

Marsala is a large scaport town, about twenty miles south by west of Trapani, has a large College, and 33,000 iniabitants. Its harbour is encumbered with sand; but its celebrated wines form an important article of export. There are here six wine establishments, four British, and two Stellan. Three of the British are on a large scale, and have from \$4,800 to 20,000 pipes annual deposit. The world secondly established, only requires time to be

equally extensive. The wines only came into repute since 1802, when Admiral Lord Nelson latros duced them for the use of the British fleet.

Messina.—Horel Victoria and de North Clean and comfortable and charges moderate, and large and fine city, and also an Episcopa. See. Contains a commercial and industripus population of 90,000 souls. It possesses one of the finest harbours in the kingdom, and one of of the best in Europe. The city has been rebuilt by an cartinquake. It has a citadel, and is otherwise stongly fortified; and its environs are the most densely inhalated and the best cultivated part of the island. The harbour is large, and the surrounding scenery exquisite. Mount Etna is about 50 miles south of Messina, and 30 north of Catania.

Steamers to Naples and to Multa, see page 202
The Anglo-Italian Company's vessels also touch
at Messina and Palermo.

Palermo.—(With Map in Special Edition.)—

THE TRINACRIA -- by Ragusco.

Palerian is a large and fine archiepiscopal city agreeably situa ed on the northern coast, commanding a beautiful sea view, and in a luxuriantly fertile and well cultivated plain called La Conca d'Oro, (the golden shell), which is enclosed on three sides by mountains, and opens on the north to a spacious bay. The houses are all flat-topped, and have balconies with glass doors instead of windows. The streets are well laid out, and nearly all terminate at the principal entrances. Several fine pablic buildings, seven squares, and fine waks; the best of which is the Marina, lying along the shore; a university, several literary establishments, on active commerce, with 150,000 inhubitants, entitle Palermo to rank among the principal cities of Eurore.

Steamers to Messina and Naples, also to Malta, Marseilles, and Liverpool.

Sciacca is a little scaport town, 32 miles went of Girgenti, built on a green hill, anides a profusion of Cachus, off which at a distance of 30 miles; a volcane from tree from the sea to a considerable height in 1833, and soon after disappeared leaving only blank in its place.

Syracuse, a fortified episcopal city on the cust court, with 16,000 inhabitants. A splendid Natural Harbeur, a Royal College, two Seminaries. a Labrary, and Museum, stand amidst the ruins of the ancient Syracusa, which cover a space of twenty, miles in circumference; and of whose five magnification cent populous districts the island of Ortygia is theonly one now inhabited. Its harbour, one of the finest in the Mediterranean, was long believed to be so choked with soul as only to admit chebooks: and brigantines, until Lord Nelson proved otherwise in 1798, when he sailed into it with his ships of war and frigates, and found excellent anchorage. The celebrated fountain of Arcthusa, which flows through the town in a stream four feet deep, has become turbid and muddy, and is used as a washing stream.

Taormina, 30 miles south of Messina. A

small town in a beautiful situation on the coast.
Contains a Reman theatre cut in the rock, a maximachia, a cistern, and an aqueduct worth secting. It maintained a siege of cighty years' duration against the Saracenes. Directly above Taornina is Mola, a village of 400 inhabitants, built on the vary top of a lofty rock, perpendicular on three sides. Ten miles south is Mascali, a little village on the right of the road, beautifully located and arrequired by hills and mountains. Zaffaran has been partially burfed, and the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the remaining house in the rem

been partially buried up by the stream of lava; and the remaining houses are deserted by the inhabitants. The eruption is about 8 miles above Giarre.

Trapani is a busy commercial fortified town, with a royal college, a tribunal of commerce, and 25,000 inhabitants, built on a peninsula at the western extremity of Sicily. Its inhabitants are larkely engaged in fishing coral, part of which is carved into necklaces, and exported even to India, by way of Alexandria.

## TO TRAVELLERS IN THE PYRENEES.

Tour from London to the Pyrences, including a visit to San Sebastian in Spain, occupying 4 weeks :--

Eng.	Name of Place.	Cenveyance.	Hours.	Eng. Miles	Name of Place.	Conveyance.	Hours.
82 170 363 123 123 12 34 66 26 5 40 11	Boulogne Paris Bordeaux Bayonne Trun San Sebastian Bayonne Bayonne Eaux Bonnes Eaux Chaudes Eaux Bonnes Cauterets Luz	Railway Steamer Railway Do. Railway Maile Poste Do. Do. Do. or Diligence Diligence Do. (Diligence Do. Do. Do.	3 2 5 5 1 1 5 4 1 1 1 6 10 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	968 15 15 5 32 40 71 45 40 91 522 29 82	Luz Bareges Luz Bagnères de Bigorre Bagnères de Luchon Tarbes Auch Agen Bordeaux Boulogne Folkestone London	Horses Do. † Diligence Do. Do. Do. Do. Do. Do. Railway Steamer Steamer Railway	4 4 1 1 5 12 14 7 8 3 18 2 3

## SPAIN.

In Spain the Railway is called Camino de Hierro and Ferro Cartie

For a more detailed account of this country, see Dr. Edwir Lee's now book, entitled 'SPAIN and its Chimates," with a special account of Milaga. London W. J. Adams, 59, 11 ker atrees (a.c.) Paris Galionani

As this king com is attuated under the same parallel of fattude is Italy, is elimate is extremely simpler. In the neighting the cold is never excessed but the heat in the southern distill by during the three months nears to measurement, is very great and would be sometimes almost into firable were it now less need by the sea breeze, which is guesto blow at mine in the morning and lasts till five in the evaning. In interior being a negative when the latitude on at which it is near that and here the temperature is more regulated by the degree of elevation than the georg uplied position. It is the extension from configuration of this counts for the individual of the soil in the interior of the Castles, the amount of exaporation, the want of rivers, and there are of temperature of such as the continuation of the Castles, the amount of exaporation, the want of rivers, and there are of temperature of the Castles, the amount of exaporation the same of the castles should be the configuration of the Castles should be the infoliation of experiments. The improvement of the first observable between Maintain the castles should be the same the river.

Money, in ordinary use, consists of (united Reals, Pearing Dures, and Gold pieces of 80 and 100 Reals | Real Contains 8 (united equal to 24d, 1 Pearing 4 Reals, equal to 1 Franc., 1 Dure, 20 Reals French five tranc pieces (called hapol ons), and gold hapoleons circulate everywhere in heath in exchange for circular notes ask for roll

### GENERAL REMARKS.

Travelling, at piecent, thirty by billigence. The Diligences of the Companies "Del Noite y Middledia" and "1 a Madritina," excellent The Corres or Malle roste takes two persons only, and the fire is 1. In I acces should be engaged as early as possible in the hoursy areas. The Paradores or Hotels where the Diligence a stop are given they good. Charges in the both totals for a single gentleman for dylumes at an founded, table dicts dinner, and good but boom, 26 reals a day, and 2 reals for survice. There is no ticuble with passports after entering bytain, but on leaving they must be vised by the I nellsh Consul, the Spanish Police, and it for I rance, by the kirnch Conv. Visits to extended as ard pass to tale deals and tool a lance, by the kirnch Conv. Visits to extended as of pav to force you start. Although hiving in hotels in Spain is very moderate, travelling is very dear. Items should cliculate on spending at least 30° per diem. The less luggage tiken the before, as excess of weight is charged he will for by train and diligence. The late of travelling by diligence is alout 54 miles an hour, including stoppages.

Alicante.—Fonda Vapor, good, but dear, La Cuz de Malla, Leon de Oio Anico town, with a good reading-room and fine markets. Much raisins and almonds shipped here and at Zabea. A strong castle on a height commands the town, the environs are bleak and mountanous.

CONFYANCE —Railway to Madrid and Tolede, see page 178. Steamer to Malaga every baturday evening, touching at Carthagena.

Almeria.—Horre —Fonds de los Vapores. An ugly town in a bleak mountainous situation; rope and matting manufactured here from a coarse grass. A ruinous old Moorish castle overhangs the town, which possesses also a largo cathedral. The steamor calls here for two or three hours.

Aranjuez.—Stat.—Is situated in a dead level, on the banks of the Tagus, 27 miles south by east of Madrid. The Palace is a large and fine building, and the grounds form one of the most delightful refreats attached to any palace

CONVEYANCE.-- I or Railway information, see page

Barcelona -- Stat -- 120,000.

Hornes —Las Cuatro Naciones, good. El Grande Oriente.

The capital of Catalona, situated on the Mediterranean, is a place of great trade, and carries on manufactures of various sort. The Rambla, a most beautiful street in centre of town, with other good streets and promenades, markets particularly interesting, a view from the Cathedral, which is a beautiful cothe building. Church of Santa Maria del Mar, with rich coloured glass; Market at the back of the church, Pescadaria and Plateria. A citadel commands the town; two or three railways to thrwing manufacturing towns. The neighbourhood

Coverances — Steamboats to Marseilles, &c., see page 183 Diligence daily at 7 pm to Valencia in 36 hours Distance to Marseilles, 67 French leagues, to Valencia, 47 French leagues

Fares to Marseilles, 90f, and 70f. Railway to Matare. See page 171; to Granollers and Marterell, sec pages 172, 174.

Burgos.-INN.-PARODOR DES DILIGENCIES GENERALES DI VITORIA, very homely, but civil and moderate.

A large and rather cheerful town, with a celebrated cathedral, much sculpture in freestone both inside and outside, and has a beautiful lantern, and some large chapels in the aisles, one particularly so, and richly ornamented. It is much injured by small houses being attached to it externally. Handsome Grand Place used for markets and bullfights. Mira flores, three miles from Burgos; the Cartuja, with its beautiful chapel and unrivalled tombs, raised by Isabella to her parents Juan II. and Isabella of Castile. There are two bridges over a small river. Correo takes 22, and the dilizence 28 hours to Madrid.

Cadiz. HOTELS:-Posada Inglesia, and also Bella Vista, Wall's Inn, 161, Calle San Servando, all poor.

A large fortified town, almost entirely surrounded by the sea. It has a very pleasant club or casino, and good clean streets. The musee contains only very poor pictures. It has also interesting fish markets, and a very fine view from the signal tower in the centre of the town. Rain water kept in tanks is the only supply, and smells bad

Conveyance .- Railway to Jerez, see page 175. Steamers to Gibralter.

Cartagena.-llorers:-All bad. Gulierezend of Calle Mayor, which is the best street.

The naval arsenal of Spain, and prettily fortified; pretty harbour, and rather nice town; good cassino or club house accessible.

Cordova .- HOTEL POSTE.

City generally uninteresting, but the Cathedral, which is of Moorish architecture, is one of the most wonderful in Spain. Some of the Diligences stop here. Those from Seville to Madrid stop for breakfast at the Hotel, and the traveller may hasten to the Cathedral and see it in the time allowed. The Correo from Madrid to Seville passes through Cordova in the night.

CONVEYANCE. Railway to Soville, see page 172. Gibraltar. Hotel:—Club-house Hotel.

Exchange news-room accessible. All along the coast of Spain most disagrecable to land and embark, all being done by boats, and Gibraltar as bad as any. Wondrous fortifications: permission easily got to visit the gallerles, from the signal tower of which there is a magnificent view; as also from the many other batteries. The harbour, with the coaling steamers, is interesting; as likewise the markets, with many strange varieties of fish. Oranges and other fruits very plentitul. Rain water only used here. One extensive and brautiful promonade, and a great variety of dresses, Moorish, Spanish, and British.

At Gibralter the coinage is different from other towns in Spain, a real being equal to 4d., and 12 equivalent to a deliar.

Granada. -- 80,000 - Hotels: --

· FONDA NUEVA

FONDA DE MINERVA.

Malaga, very fine Prado with noble old trees, sountains, &c. In the Capilla de los reyes attached to the Cathedral, are the magnificent tombs of Ferdinand and Isabella, of Juana and Philip; below are their plain coffins which may be seen at the close of the afternoon service. Handsome churches, and beautiful envirous, with lofty snowy mountains about 20 miles off. The great charm and point of interest is the Alhambra, which is now, though too late, being zealously kept in repair. It is open in the forencon, and from 4 to 7 p.m., a guide and also a fee to the conservator is necessary for the first visit, but not afterwards; besides its internal architectural beauties, the views from it are fine and very interesting, commanding our Duke of Wellington's estate, the gipsy town, &c.

The Route from Gibraliar by Ronda is very grand, but is three days mule journey and not without danger; by mules from Malaga two long days; by diligence from Malaga 20 hours going and 16 hours returning, and though bad is perhaps preferable. Here as at Malaga, Madrid, Seville, and Cadiz, the peculiar style of Spanish femule beauty is striking.

Diligence to Cordova twice daily in about 30 hours.

Irun .- No good inn.

A small town near the French frontier, where passports are visé and luggage examined.

Madrid. - Stat. - 202,000. Horels: -All bad. The Fonda de la Vizcaina. is central, pretty good (perhaps the best) but dearish. The Fonda de las Penninsulares is where most foreigners go; both have table d'hôtes and telerable Val de Penas wines. So much per day is charged all over Spain for lodging, breakfast, and dinner, varying from 5s. to 12s. per day. Cafes-

La Iberia, Café Suizo. In the province of New Castille, and the capital of the kingdom, which it was declared by Philip II , from its being supposed to be in the centre of Spain. It is built in an uninviting locality, on some sandy hills upon the left bank of the Manzanares; but the view from the Queen's Palace of he Guadarrama range is very fine. Round the city the country is quite desert, except in the valley of the Manzanares, where there are some orchards and woods. The city is about 8 miles in circuit, and contains upwards of 8000 houses, with 146 churches and other religious buildings, 18 hospitals, 13 colleges, 15 academies, 15 public libraries, 6 prisons, 15 granite gates, 85 squares and plazas, 33 fountains, and 50 public wells, which supply the city with a little excellent water brought from the mountains, 30 miles distant. The modern part of the city is fine, having good houses, and straight streets paved with flint, and lined with foot-pavements. The Calle de Alcala is one of the finest streets in Europe, and is probably the only very fine street in Madrid. The Puerto del Sol is a large open area, where eight of the principal streets meet, and in which there is a great thoroughfare. Many of the convents, which gave such a gleony aspect to the streets of Madrid, in common with the other large towns of Spain, have lately been A fine old town, mands 3000 feet higher than | removed. The royal palace is a most magnificent SPAIN.

placet At is, a large square edifice, each front 470 ! feet eng and 100 feet high, all built of white stone, and enclosing a court 140 feet square. On the south side of the palace is the royal armonry, which contains the greatest treasure of historical weapons in the world. There are three public walks: the Prado, 2 miles long, from north to south, on the east of the city, with rows of trees and several fountains; the Pases de las Delicias. along the Manzanares, on the west side of the city and the Buen Retiro gardens to the east, beyond the Prado. There are three theatres, several scientific and literary institutions; among which are the Royal Spanish Academy, containing museum of Natural History, and a few very fine pictures, the Royal Academy of History, and the Estudios Reales de San Isidro, a kind of university, which has sixteen professors. The two largest libraries are, the Royal Library, containing 200,000 volumes, some valuable manuscripts, and a rare collection of coins, illustrative of Spanish history; and the Library of San Isidro, containing 60,000 volumes. The Museo is a magnificent gallery of 2000 pictures, of which 46 are Murillo's, 10, Raffeello's, 62, Rubens', 64, Velasquez', 34, Tintoretto's, and 43, Titlan's, and contains some sculpture; to obtain admission a fee only is necessary; the New Museum was opened on the Dos de Maio, 1842, by Espartero, and has also some works of art. Bull-fights are held every Sunday and Monday during Summer, which are frequented by most classes of the population, but chiefly by young men, and are doubtless unfavourable in their influence on Spanish society.

ot July.
In the environs of the city are the royal residences of La Casa del Campo, La Flerida, Monoloa, Zarzuela, and El Pardo. There are four bridges over the Manzanares. Diligences daily to the Escotial, a magnificent edifice. Ask when there for the Sacristan, who can alone show the Mausoleum of Spanish Monarchs, the chapels, and other wonders of the place.

They terminate for the summer season at the end

Madrid is about 680 miles S.S.W. of Paris, and

265 N.E. of Lisbon.

The railway, extending now from Paris to Bayonne, near the frontiers of Spain, and the comnumication thence by steamer and diligence, reuder the journey to Madrid comparatively easy.

For Kailway information, see pages 34, 39, and 173. For Steamers from Bayonne, see page 183 Diligences to Seville, Santander, Bayonne, Valen-

cia, and Barcelona. Malaga. -60,000. -Hotzls, excellent. Alame-

De la Dunza, and others.

This city, which may be reckened the fourth in Spain, is bluated at the head of a bay, surrounded by hills, in the midst of a delightful country, producing wines and raisins, with almonds and other fruits in abundance, in the exportation of which its trade principally consists. Possesses a good reading-room; also a bull-ring. It is much frequented by British invalids during winter for its charming climate. Its unsheltered harbour is anable of containing 400 merchant vessels, and co and of the line. The cathedral is an immense building began by Philip II. at the it me of his mar-

riage with Mary of England, and over the gate may be seen their united arms. Malage was in the hands of the French from 1810 to 1812. It is about 55 miles S.W. of Granada.—May be reached by

steamer from Gjbraltar in eight hours.

Diligences daily to Granada at 5 p.m. in 14 hours. English Service is held in the Consulate Rouse by the Rev. Charles Breriton.

Delightful summer quarters may be found a Torro Molines, two leagues distant; at Alhanrin, 16 miles distant; and at Granada.

See special account of Malaga in Da. Ler's "Spain and Its Climates."

Mataro. -- Stat. -- A thriving manufacturing town of Catalonia, with 13,000 inhabitants.

Conveyance.—Railway to Barcelona, see page

Port St. Mary's.—Horelse Vista Alegra, best; Fonda dal Cohnada. A small town on the epposite side of bay from Cadiz, remarkable only for its shipping port and wonderful sherry collars. Good cassino here.

Seville.—100,000.—Hotels: Europs, La Rey-

na, Fonda de Madrid, &c.

This is the capital of the province of Seville, and an archbishop's sec, lying on the banks of the Gua lalquiver, 45 miles from the Atlantic, and 212 S.S. W. from Madrid. Seville is adorned with many fine public buildings, the most noteworthy of which are, the cathedral, supposed by some to be the largest church in the world, next to St. Peter's at Rome, partly Roman, and partly Gothic in style: it possesses a large organ of 5100 pipes, and a Moorish steeple of curious workmanship, consisting of three towers with galleries and balconies, surmounted by a giralda or weathercock, and it is said to be 350 feet high, which be sure to ascend; a fine public square, in the midst of which is a beautiful fountain; the splendid palace of the Archbishop; the royal palace called the Alcazar, some parts of which are as fine as the Alhambra, one mile in extent, and flanked by large square towers. built with stones brought from the aucient temple of Hercules; the Exchange, a square building of the Tuscan order, each side of which is 100 feet long. and three stories high, where the records of the Spanish navigators are kept; the tobacco manufactory a large building with twenty courts, erected in 1757, at a cost of £330,000. There is also a large foundry and artillery depot. The university contains nine colleges; and there are 120 richly endowed Seville contains a charming cassing Hospitals. English and French papers, &c.; the Cass del Ayuntamento (town house); fine old Moorish building ; a beautiful modern palace of the Duke de Montpensier, some choice Murillosin the musée, and good paintings in the convent of La Caridad. The river Guadalquiver is nearly equal to the Thames here, and much superior to the Clyde, while the traffic on it is small. Formerly, Seville had an immense commerce, having been the principal entrepôt of the South American trade; but its principal trade now-s-days consists of the export of oranges. The river is crossed by an iron bridge, and on the other side is the suburb of Triano. where was the house of the Inquisition. The neighbouring country is very fertile, producing wine.com

CONVEYANCE -Rail to Cordova, see page 172. Steamers to Cadiz daily in about 7 hours. Scenery down the Guadelouiver very dull.

### St. Sebastian. -- Hotels: Lafitte, Fonda Neuva.

A town on the Bay of Briag, about 12 miles from Irun, celebrated for its siege by the British army under the Duke of Wellington. The situation is delightful, and any traveller at Bayonne will do well to visit it for a day or two. Lovely view from the

rock. Graves of many British officers.
Convexances.—Malle-poste to Bayonne daily at half-past 8 p.m.; from the stables near the bathirg-place, outside the town. Diligences to Bayonne dally at 5 & 6 a.m.; malle-poste to Madrid at 1 p m. For steamers, see page 150c

Tanglers (Aftica).—Horen: La Escosca, kept by a Scotch lady. There are occasional but irregular opportunities for visiting this place from Gibraltar.

### Toledo.—Stat.—25,000.

Hotels:-Fonda del Norte y Mediodia, Fonda del Arzobispo, Fonda de los Caballeros, &c.

An ancient city, 40 miles from Madrid, stands on a hill, at the foot of which flows the Tagus. Streets narrow; massive Alcazor; magnificent cathedral. in which there is a fine choir, and lofty altar; and many chapels, including one in which the Mozarabic Ritual is used. St. Maria la Blanca, and El Transitu, formerly Jewish synagogues. St. Tomé. The sword manufactory still survives, but the city is quiet and seems to have retired from business.

CONVEYANCES.-Railway to Madrid and Alicante, see page 173.

### Valladolid.—Horri, Fonda de l'aris.

This city was formerly the capital of Spain, and

oil, &c. Seville was occupied by the French from university, a museum which contains the best ex-1810, till after the battle of Salamanca, in 1812. amples of Spanish carving in wood, fine cathedral of the classical order, many interesting churches, and large convents now applied to secular uses.

Valencia. -- Stat. -- 126.000.

HOTEL FONDA CID, good.

This, the capital of the province of the same name, and the sec of an archbishop, is a large and beau-tiful city, seated on the banks of the Guadalaviar in a fine and fertile plain; the approach by railway from Xatavia through the Huerta is unrivalled, rice, wheat, bailey, pepper, citrons, oranges, pomegranates, olives, and paint trees growing in asto-nishing luxuriacce. It is one of the busiest places in Spain, possessing manufactories of cloth and silk, and extensive printing establishments, which produce the greatest number of books in Spain, next to those of Madrid. The university is the most trequented in the kingdom; and the cathedral has a steeple 130 feet high, while one side of the choir is incrusted with alabaster, and adorned with spicndid paintings of subjects taken from Scripture History. It contains many fine examples of Juanes the Valentian painter, for which enquire. The palace of the Viceroy that of Ciuta, the monastery of St. Jerome, the Exchange, & the Arsenal, are worth noting. Fine view from steeple of the cathedral. A spacious Alemeda or public promenade, the Grao or harbour 3 miles distant. The markets of Valencia worthy of special attention. There is also sca-beathing, and carriages called Tartanas ply to the sea shore.

Rallway to Alcivo, Jativa, and Alcudia, 34; miler, sce page, 172; to Grao, 31 miles, see page 172; to Mogente, in connection with the diligences to Almansa; see page 172. Diligences to Taragona and Barcelona daliv.

Meres de la Frontera.-Horas : Paradr, Posada di Consolacio. Small town, 6 or 8 miles from Port St. Mary's by rall, remarkable for its is still the capital of Old Castile. It possesses an | enormous sherry vaults, well worth a visit.

From pages 381 to 476, see SPECIAL EDITION Price 3s. 6d., Published on the lat of each Month. which contains an additional amount of useful Information and Maps not found in the Is. 6d. dition.

# CONTINENTAL ROUTES.

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Bring desirous of making BRADSHAW'S CONTINENTAL RAILWAY GUIDE every way suitable for the instruction and amusement of Travellers, as well as with a view of pointing out to them Routes of the most approved and agreeable character, we have determined to give in our future Special Editions brief but interesting particulars in reference to the Routes most useful to be followed in traveiling through the various countries. We commence with-

### ROUTE 1.

### A Route through Switzerland.

We may first premise that the route given underneath, applies to travellers entering Switzerland rom Freiburg-In-Breisgau, at Schaffhausen, and leaving it at Basle.

FREIBURG-IN-BREISGAU TO SCHAFFHAUSEN, BY THE HOLLENTHAL . - The distance from the former to the latter place is about 50, or perhaps 52, English miles; and the mode of conveyance is by diligence, which performs the journey direct in about ten or twelve hours. The route is accomplished through the charming valley of the Hollenthal, or Infernal Valley, which presents the appearance, at its opening, of a flat and fertile plain, enclosed amid sloping and sylvan hills. Nearing the ascent, its original width becomes slowly contracted; and at about 42 miles from Schaffhausen, assumes a magnificently beautiful shade of romantic grandeur. Its woods rich in foliage, cover the steep sides, from which project out sharpened fragments of rock rugged and naked, having running at their base the Dreisam, whose banks are verdant with turf, and studded with mills. The scenery here will impress the mind of the tourist as partaking of a majestic wildness, blended with a picturesque beauty; STEIG and HIESCHAPRONG are the spots most remarkable for the exhibition of this wild and rugged grandeur. On the journey we pass Buac, remarkable from Moreau's retreat, in 1796. Ninetyfour years previous to this Marshal Villars was deterred from attempting this pass, saying that he was not dare-devil enough. On our way we meet STEIG, a post station, where the traveller may obtain good accommodation, on reason this terms. Here a steep alone of the road leads the tourist out of the Hollensteig; and on leaving it, he parts with the finest At this juncture an extra horse is reacenery. At this juncture an extra horse is re-quired for he ascent of the Hollensteig, for which if. lake, must be paid. Opening in the distance is hours in the transit. A very fair new carriage.

Himmelreich—called so, we presume, from the very road leads to Zug. and crosses the High Albia.

elevated position of that part of the country. Passing Lenzkirch, and Bondorf, (nineteen miles from which is the magnificent Benedictine Abbey of St. Blaize,) we arrive at the top of the ascent, whence may be had a magnificent view of the Lake of Constance. Close by is the Castle of Hohenlupfen; and a little further on, after passing Stublingen. we cross a stream, and journeying on a distance of 114 miles, we enter

Schaffillusex.—For a description of which, see page 353.

SCHAPFH LUSEN TO ZURICH, BY EGLISAU. - Distance, twenty-eight miles; the mode of conveyance is by diligence, which makes the journey in about four to six hours. Hearing the roar of the Rhine Fall, and traversing a small portion of the Baden territory, we arrive at

EGLISAU. -Situated on the Rhine, about 13 miles from Schaffhausen, and containing about 1700 inhabitants. The scenery of the passage of the Rhine at this place is very romantic. The water flows between hills covered with trees, and is crossed by an embowered wooden bridge. We next meet, at a distance of about four miles, Bulace, a town of 5,000 inhal itants, having some good inna. From here a mignificent view of the Alps, with their tops crowned by eternal snows, may be had. The descent to Zurich is very picturesque and romantic, parsing through beautifully laid out gardens and vineyards, interspersed with beautiful villus and cottages. About two miles to the right is the hill of Weid, whence a rich view of the town and neighbourhood may be enjoyed. After this, nothing worth special notice presents itself." until our arrival at Zunicu, described at page

ZURICH TO LUCKRING, ACROSS THE ALBIS, WIA HAUSEN.-Distance, 33 English miles,-The lourney is made by diligence, occupying about eight hours in the transit A very fair new carriage-

Though the road is very zigzag and circuitous, yet the ascent can be accomplished per carriage with two horses. All along the route a very beautiful view of the Alpine chain, and of the greater portion of Switzerland, can be enjoyed. After skirting the Lake for a short distance, it crosses the Sihl, and wends to the inn of the Albis, where the tourist can get well accommodated, and obtain a magnificent prospect. Above the inn about one mile, is a height commanding an excellent wlew of the entire Zürlehsee. Situated at the foot is the vale of Sihl, which is beautiful in its wooded slopes and picturesque scenery, and remarkable as having been the favourite sanctum of the pastoral poet Gessner. On the south is seen the Lake of Turl; not far from which is the Church of Kappel, where Zwingli died. Farther off is the Lake of Zug, behind which rise aloft in sublime grandeur Mounts Pilatus and Righi. At this point the horizon, reflecting the snowy chain of the Alps from Sentes to the Jungfrau, presents a remarkably brilliant appearance. Attaching the summit, 2,500 feet above the sea and 1,000 feet above the lake, we descond, touching on the right the small Lake of Yurl. After traversing the new road along the westorn slope of the Albis, we arrive at HAUSEN. Near this place is Albisbrunn - a Water-cure establishment—where general travellers can board and lodge for 6 or 7fr. a day. From here the Bernese Alps can be seen to advantage.

HAUSEN.—A village of 6,000 inhabitants, painfully remarkable as being the scene of a sanguinary conflict, in which brother met brother in hostile combat, and, in the name of religion, sacrificed each other in remorseless fury. Here Zwingil fell on the battle-field. A monument is now creeted on the spot where he fell, bearing on its entablature a Latin and German inscription. We next arrive at

RIFFERSCHWIL—Lucern to Knonau, 10 English miles; Knonau to St. Wolfgang, 63 miles. A good road to Zug, the Righl, St. Wolfgang, 63 sliker-brucke, Brucke, Dicrikon, and Ebikon; whence passing the monument of the Swiss guards, we enter

LUCREME—described at page 350.—From Lucerne the tourist may proceed per steamer to FLURLEM, distance about twenty-four English miles; the voyage is made in about three hours; see Alphabetical list of steamers. The fare varies from 1 franc to 4 francs, and the best generally touches at Weggis. The journey, though short, will interest. The lake, very interesting in its natural proportions, is also singularly so by its historical recollections. Its shores witnessed the memorable events that guaranteed freedom to Switzerland and built anto Liberty a home and a sanctuarry.

Leaving Lucerne—starting place near to the Hof Brücke—we soon hall Meggenhorn, and sail along farough undulating hills, rich in verdure, and studded with picturesque villas and cottages—a scene beaufial in itself, but shadowed into a dark grandeur by Mount Phartus. Further up, near the Bay of Rusmacht, to the right, is the Castle of Neu Habbburg. At the ether side of the bay appears the stupendous mass of the Righi, whose sides are

studded with forests, at the base of which He fields, gardens, and cottages. Athwart the promotion of Tanzenburg the village of Weggie is seen; there tourists anxious to ascend the Righi disembark. To facilitate the tourist in his ascent, we here notice the

ASCENT TO THE RIGHT FROM WEGGIS .- The ascent presents many features of inducement not generally found surrounding other pleasure trips. The ease of the ascent, and the facility for obtaining accommodation at every stage, combined with the sublimity of the scene from the summit, render the excursion desirable and delightful. The visit should be made in order; and for this purpose the traveller should set out early, as, if he do not, it will be impossible for him to reach Staffel or Culon in time to witness the sun set-one of the most glorious scenes ever written on the picture page of nature ; as any one who has ever beheld from the Righi the gorgeous luminary, bathed in floods of light and lustre, sinking calmly and silently, yet regally and grandly, into the golden ocean of his western dominions, can attest. All the interesting objects can be visited in a day, and are particularised below for the convenience of the traveller. A mulc-path leads up the ascent, commanding a constant view of the lake. It first passes the Heiligen Kreutz, after which we next come to the Cold Baths, where we find a wooden inn, a small Chapel of the Virgin, and the Spring of the Sisters' Fountain. The first crucifix on the Kussnacht side is met at Leeboden, and a walk or ride through a succession of rich pasturage, intersected by beautiful and romantic paths, brings the tourist to the Righi Staffel, an elevated plain or platform chosen for viewing the effects of sunset. There the traveller can rest and enjoy the unrivalled scenery before him, after which he finds a very good inn, where he can get comfortable accommodation. Half-au-hour's walk further on brings him to Kulm, the most celebrated summit, where is also a large and good Hotel. From the Kulm is the best view. The Kesishodenboch is famed in the ascent to the Culm. Another path branches off from Leeboden towards the right, which leads the tourist to pass the following interesting objects:-the Lieterli, the Kawseli, and the Kaltenbud or Schwesterbrunnen. From the north side very good views are obtainable of the Lake of Zug and of the town of Arth. On the west Lucerne can be distinctly seen; whilst on the south the objects seen are the Lakes of Alpnach and Saren, the Stanzer and Buochserhorn Mountains, behind which are The Alps, Berne, Unterwalden, and Uri-an unbroken reef-with their glaciers, embracing the Engelberger, Rothstock, and the Bristerscoek, central between which and the Scelisber runs the road of St. Gothard. On the east, the Alpine chain is seen to stretch along the horizon.

Hesuning our journey towards Fluellen, the steamer proceeds through the Nosea, immediately after passing which, we find ourselves shut out by high mountains. Running through the oral basis called the Gulf of Buochs, we touch at Beckenreld, dersan, and Brunnen, opposite which we chaige our entire ocurse and sail along the Bay of tiel, for Grutil, a short mile or two from which it Tall' Chapel. After this, we arrive at

FLUELIEN-described at page 347.-From Fluel- through a delightful valley, at either side of which len we proceed to visit the l'ass of St. Gothard, per Altorf; Burglen, birth-place of William Tell; Amsteg, where there are good inns; and Wasen, a village of about 6000 inhabitants, on the left bank of the Ruys. Close by here is a toll, where each tourist is charged a small sum, equal to about one halfpenny English, and each carriage from 11 to 2 frs. The first part of the way to the St. Gothard is rich in beautiful scenery; but from Wasen, up towards the Goschenen, there is an aspoct of savage grandeur, not at all diminished by the narrow ravine of the Schellinen, circled for nearly four miles by stupendous rocks of granite.

THE DEVIL'S BEIDGE.-The stern and savage grandeur of this portion of the Pass far excels that of all the rest. The fentful gorge shoots out a lofty cataract, the fall of which is awfully majestic; its sheets of water rolling down in sublime grandeur, lash the opposite sides in broken fury, and lave with foam the surrounding space, until again dashed back and broken into spray. Two bridges span the torrent. The Devil's Bridge and the defile of Schollinen were the scenes of an obstinate contest during the campaign of 1799, when, on the 14th of August, the French columns, under Lecourbe and Loison, drove the Austrians up the valley of the Reuss. Just above the bridge, the road passes through a tunnel cut through the rock, called "Hole of the Emerging from this, the traveller finds himself in the beautiful valley of the Urseren, which forms a deep contrast to the savage gorge just left behind. About one mile further brings us to

Andermatt .- A small village with about 700 inhabitants, and the chief place of the valley, 4.450 feet above the level of the sea. cheese, and splended trout can be had here. Behind Andermatt a bridle-path leads over the Oberalp. and by its take to Disentis, in the Grisons.

Taking a direct road from Andermatt, we arrive at Hospital. From here a mule-path over the Furca leads to the glacier of the Rhone, (a journey of about six hours,) whence the Hospico of the Grimsel can be reached in about two hours.

From Hospital the journey to the Grimsel can be made in about six hours. A splendid panoramic view of the Grimsel, and of the adjacent peaks and laciers, can be enjoyed from the summit of the Sidelhorn, on the right of the path to the Furca.

FROM GRIMSEL TO THE GRINDELWALD, MIG MEY-BINGEN - Distance, forty-one English miles. -Leaving Grimsel, we pass through a forest of fir and arrive at Handek, where we can find comfortable refreshment. This spot is situated a few yards' distance from the Falls of the Asr—the noblest cateract in Switzerland. From here a short walk of about an hour brings us to

GUTTANEN.-A small and retired village. seding on, we enter a ravine created by the expansion of the Im Boden; and going further, we enter the hasin valley of Upper Rasii. Meeting the vale of Hail, and crossing the Asr, we arrive at Mar-Eiseky described at page 352 From this place to Orindetwald the distance is about 21 English miles, and the journey is accomplished in about sure. The journey is made at first by a path

is heard resounding the cadence of beautiful waterfalls. Passing the Baths of Rosenlaul, where we find a few rade tuba serving as boths, the waters of which are mineral, we reach the Glacier of Rosenlaui, white as snow, and then the Scheideck, the ascent of which is rather easy. From here we reach Grindelwald in about three or four hours.

From Grindelwald we move on, across the Wengern Alps, to Lauterbrunnen-a village containing about 1400 inhabitants. The houses are all wooden. and broadly scattered over the banks of the torrent. It is 2450 feet above the level of the sea, and buried, as it were, among precipices. The Staubbach fall of water is worth seeing. It is about one mile from the inn, and is one of the loftiest in Europe. Visiters should not leave here without exploring the upper valley of Lauterbrumen. Very little of interest is to be met with on the route to interlachen-described at page 350.

INTERLACHEN TO THUN .-- A good carriage-road exists by the southern shere of the lake. Thejourney by water is preferable. A diligence conveys the tourists to Neuhaus, where the steamer takes them up for Thun. On the voyage up the lake we see the village of Merligen, at the rear of which is the Juster Thal. Sailing by the rocky promontory called the "Nose," we proceed to pass the Castle of Spietz, founded, it is said, by Attila, As we get late Thun, we find the banks on the south side studded with picturesque villas and romantically-planned gardens-whilst on its northern side are uninteresting hamlets and rugged scenery.

THUN - described at page 353. - The distance from Thun to Berne is about 17 English miles, and the journey is made by diligence or cotturier, which costs 17 or 18 frs., unless it be a return one. when 11 or 12 frs. suffice. The road is an excellent one, and on a clear day commands a very fine view of the Alps. The scenery of the valley of the Assis also beautiful, and will delight the tourist. The principal place met on the route is the little village of Munsingen, only remarkable as having been the spot where the oligarchical rule was overturned in 1849, and a new constitution adopted. The Stockhorn is also passed, and presents an agreeable

Brane-described at page 346 We leave Berne through the Gate of Mora, and proceeding through a very fertile though rather commonplace country, we arrive at Neuericck. Here we cross the stream separating the two cantons, Berns and Freiburg. We get into the new road at this point, after crossing the bridge. The way leads along the bank of the river, through beautiful scenery. Before cutering Freiburg, the view is impressive in the extreme. Its picturesque beauty is deeply reflective of soleum and romantic gran-deur, as, rounding the hill leading into the valley of the Saarine, the venerable battlements, capped with innumerable towers, burst upon the vision, revealing the deep garge of the opposite side. Close to the summit of the hill is the large old building once the Jesuits' Pensional; near it the Jesuite College, the Tower, and Church of St. Nicholes

which the traveller enters

FREIBURG-described at page 347,-We leave this place by diligence, and proceed through a fairly interesting country, until we arrive at

BULLE, about 15 miles from Vevay .- Bulle is a very industrious town, containing 1600 inhabitants. It is half way between Freiburg and Vevay. From Bulle we proceed again by diligence along the road skirting the west base of the Moleson, and passing Chatel St. Denis, remarkable for its picturesque beauty and elevated castle on the left bank of the Vevayse. A very good road leads us, by an easy descent, to

VEVAY-described at page 353. - From Vevay to Martigny, by Montreux, Villeneuve, Aigle, and Bex. the donrney is made by diligence. Leaving Vevay, the first object of interest met with is the Tour de Peibz - a small town, built in 1239 by Count Peter of Savoy. It contains the ruins of a fortified castle, and is about 1 mile from Vevay

und 21 from

CLARENS.—This spot must ever be associated with sentiment and song, as described by Rousseau in Nouvelle Heloise. From here a splendid view of the lake and valley of the Rhone, and of the opposite shore, can be had. Our own Byron has also immortalised it in a poem, in a part of which he sings-

Twas not for fiction chose Rousseau this spot. Peopling it with affections; but he found It was the scene which passion must allot To the mind's purified beings."

· Here juiting rocks, towering ruggedly from the banks of the lake, supplant the gorgeous scenery of hills and vine-clad undulations that characterise and adorn its banks all through from Geneva.

Montreux.-Here there are one or two good tuns. The climate, owing to the sheltered position of the place, is healthy and mild, rendering the Village a delightful winter quarter for invalids unable to cross the Alps. From the eminence on which it is built very good views can be commanded; and under the rock, on which the parish church is erected, there is a magnificent grotto "adorned with incrustations of mosses, stalactites, "and other concretions, called Confette di Tivoli. Two miles beyond Montreux is the celebrated Castle of Chillon. It communicates with the road by a wooden bridge, and stands solitary and alone . -a striking monument of fendal despotism. It is s building of the thirteenth century, and owes its origin to Amedeus IV. of Savoy. Byron has consecrated it as a part of history for ever, in his cele-brated poem, "The Prisoner of Chillon," in which he thus apostrophises it :-

"Chillon! Thy prison is a holy place. And thy sad floor an altar; for 'twas trod Intil his very steps have left a trace.

White as it ste cold pavement were a sod,
By Bounivard! May none those marks efface! For they appeal from Tyranny to God." Visite the It is built on the eastern extremity

beyond which is seen the Suspension Bridge, over of the Lake of Geneva, and contains about 1500 inhabitants. Here the road leaves the borders of the lake, and enters the valley of the Rhoue. diligence or railway takes us on, passing l'Aigle, to

liex .- A village on the road to the Simplon, containing about 4000 inhabitants, and only remarkable for its salt mines and works; situated in the valley of La Gryonne, about three miles from Lex, from which there is an excellent carriage-road through picturesque and delightful scenery, to the mines. Pensions here per day, 4fr. 50c. Bridge of St. Maurice.—This bridge connects

the cantons of Vand and Vallais. Immediately beyond it, on the left bank of the Rhone, is the old town itself, embedded among mountains.

St. MAURICE contains about 11,000 inhabitants. and derives its name from the traditional surmise that, by order of Maximilian, the Theban Legion under St. Maurice were put to death in 302 because they would not apostatize from the ('hristian faith. The tourist who visits St. Maurice should make it a point to see the Abbey, a building of the fourth century. Its objects of attraction are the Museum of Ancient Art-a vase of Saracen execution, presented by Charlemagne—a golden crozier of a spirelike form, exquisitely carved-and a second one, presented by Bertha, Queen of Burgundy.

Leaving Sr. Maurice, we can see the Bath-House of Savoy. It is built on the right bank of the Rhone, over a sulphureous spring. We also see rising far above the road the Hermitage of our Lady of the Rock. Passing on for about seven miles, we see the celebrated waterfall of the Sallenches, the fall of which is about 120 feet. Crossing the stream of the Trient, as it descends from the Tête Noire, and meeting the Castle of La Batie

we arrive at

MARTIGNY- described at page 351 .- The distance from Martigny to Chamounix is about twenty-three or twenty-four miles, and may be accomplished in from nine to eleven hours by mule or foot. road commands a very good view of Mont Blanc. The path from Martigny leads over the Forciaz. The hamlet of Trient lies to the left far deep in the valley, beautifully situated among meadows. From here the journey begins to be accomplished through the forest of the Forciaz, emerging up the valley of the Trient, and crossing the pulverised excrescences of the winter floods, opposite the forest pointing to the Col de Balme. After climbing up a fatiguing ascent, the traveller enters on the pasturages and farm-houses of Herbageres. From here the ascent is rether slow and facile to the top; where bursts upon the astonished vision one of the most glorious scenes ever painted by the hand of Almighty intelligence on the large volume of nature. Mont Blanc, reposing in the vale of Chamounix, surrounded by the needle-peaked La Tour, l'Argentière, Verte, de Dru, Charmoz, and Midi, each of which is separated by its own polished glaciers, reflecting back the mighty proportions of their giant monarch, appears like a model Atlas bearing heaven on his shoulders. At his feet lies the vale, and at its extreme point the Col de Vosa. To the right are the Algailles Rouges, whilst beyond them, enclosing the valley, stretches the Brevent, to the rear of which is see

the Buet. The scone, after being viewed, will remain impressed on the mind for ever. Its gorgeous grandeur, rugged majesty, and builliant scenery, can never be forgotten. Descending, we pass the source of the Arve, and traverse the fine pasturage of Charamilian to the village of La Tour, a little below which the path meets the road to Chamounix by the Tête Noire. To reach Chamonix by the Tête Noire pass, one of the most strikingly beautiful in Switzerland, we leave the preceding route at the village of frient, and crossing the river Trient, turn to the right, through a magnificent pine forest (Sayins); the river rushing madly over the rocks between the road and the precipitious Mont de bel Olseau, which nearly overhangs it. distance of one league, we arrive at the excellent mountain Iun, de la Tête Noire, situated on the angle of a precipice, some 1200 feet above the meeting of the waters Trient and Eau Noir. Here we must look at the village of Finshauts, just across the deep gorge, 6000 feet high, on the side of the mountain, after which it is called, and watered by tive or six cataract rills, which in the distance look like eliver cords. On the sides of the hills, whereever it was possible, the rocks have been converted into fraitful fields, by means of walls and terraces filled with earth. Leaving the hotel, we pass through the Roc Perce, a short tunnel, and then again we see the deep gorge of the Eau Noir, below us 1000 fect, and the verdant and beautiful Mont Loriaz dbove. We then pass on to la porte Chaletard - all that now remains of the ancient fortress, built to defend this frontier pass. Soon after we see the cascade de la Barberine, 300 feet high, from Mont Taunevergis; and then passing by the village of Valorsine, the Aiguille de l'Orient, and Mont Buet; were join the Col de Balme route at the village of Argentierres, the frontier custom house of the kingdom of Sardinia.

CHAMOUNIX-described at page 346 .-- The distance from here to Geneva is about 52 English miles, and the journey is performed by mule or charg-banc to St. Martin, thence by diligence to Geneva, and the time occupied is nine or ten hours. Leaving the village, we proceed about a league and crossing the Arve below the Glacier of Bossons, we follow the road to the right bank of the stream for about a mile, when, if it so suits, we can turn off and visit the Cascade du Dard, and the ruins of the Pelérins, recently destroyed by an eboulement. Passing numerous torrents, we traverse a valley, arrive at Les Montets through some meadows and leading out of the village of Les Ouches. Montets, Mont Blanc appears brillient in the extreme. Crossing Pont Pelissier, we reach

SERVOZ-We emerge from here through a forest to the road, and proceed through Chefe to the valley of the Arre, a little at this side of St. Martin, Proceeding across the bridge of St. Martin, we reach SALÉRWERE—A small town about 36 or 37 miles from Geneva, containing 2100 inhabitants. From the bridge we enjoy one of the best Alpine risws of Mount Blanc. On coming within a short distance of Magian, the road nears Nant d'Arpenaz, whe of the highest waterfails in Savoy. Outside

the Mortine, supporting the snow-capped summit of the Magian, where the precipices retire a little to the Back. The scene, after being viewed, will releft; and at the summit of the mountain, 900 feet main impressed on the mind for ever. It gorgeous above the valley, is the Grotto of Balm, approached grandeur, rugged majesty, and brilliant scenery, by a mule-path. Proceeding on through a narrow can never be forgotten. Descending, we pass the valley we reach

CLUSES—A small village containing about 2006 inhabitants, and famous for its watchmaking trade. It was burned lown in 1843, but has since been rebuilt. Crossing the Arve by a stone bridge, we leave Cluses and pass the villages of Vangter and Scionzier, shortly after arriving at

Bonneville—A small place containing about 2000 inhabitants.

NANGY .- A small village.

CHESSE.— Before arriving here, and on reaching Annemasse, the tourist's passport is examined, and if found rariet, no trouble is eigen in reference to the baggage. Passing for some miles through a road lined with neat gardens and cottages, we arrive at.

GENEVA.—See page 348.—From here we set out for Lausanne. The journey can be made by diligence or steamer daily. Leaving Geneva, we pass throughes country studded with pictureaque vilias and neatly laid out gardens. There is acarely one spot in Europe presents so many attractive features, is reference to situation and beauty, as the shores of the lake. Passing Versoix, now an inconsiderable village, we arrive at

COPPET.—A small village containing about 700 inhabitants, and possessing no objects of interest, save its chateau, once the residence of Madame de Stael.

NYON.—A town containing about 3000 Inhabitants, built on an eminence, but possessing no objects worthy of notice.

ROLLE.—A small village surrounded by hills studded with vineyards.

Morors.—From here to Lausanne the journey may be made by railway. A small town, with \$600 inhabitants. Adjoining its Fort is the venerable old Castle of Wufflens, said to have been built by Queen Bertha. Before entering Lausanne, the view of the town is very beautiful indeed. As the antrance of the suburbs is the village of outchy, where we find an inn, in which Lord Byron wrote the "Prisoner of Chillon," finishing the poem is two days, in June 1816, being detained at the inn by severe weather. Passing through the Promenade of Montbenon, we enter

LADIANNE—See page 350.—LAUSARME to BASLE, by YVPRDUR, NEUPCHATEL, and BIRNME. The journcy from Lausanne to Yverdun, is made by rediway. The country through which we pass is rich and picturesque, and the first place of note past with is

ECHALLENS—Situated on the river Talent with

YVERDUN.—See page 354.—From here we sall min the lake, passing Grandson, a small town, containing 900 inhabitants, and arrive at NEUFCRATEL—described at page 362.—The step-

mer carries as on to
BIENER.—See page 346.

by diligence, through the valley by the left bank of the Suze, meeting on our way several small cascades.

SONCEBOZ .- A small village of no note.

PASS OF PIERRE PERTUIS.

Proceeding through a valley, and up an ascent, we arrive at

TAVANNES.

MALLERAY.

Journeying through the small plain of Taverney, we pass through a magnificent defile, and see the Birs foaming at the bottom, overshadowed by cliffs and firs: after which we arrive at

MOUTIERS .- The village contains about 1,250 inhabitants, and derives its name from an aucient minister of St. Germanus.

Coursenderin.—Passing Delémont and St. Jacob, we enter

Basks, whence we proceed home through France.

### ROUTE 2.

Martigny to Milan, by Sion, Brieg, Domo d'Ossola, and the Passage of the Simplon.

(Distance 179 English miles.)

PASSPORTS.-Tourists Intending to cross the Simplon should have their passports vise by the Sardinian Minister at Geneva or Lausanne, unless British subjects with Foreign-Office passports; and in all cases by the Austrian Authorities in the last country in which they have resided.

CONVEYANCES. — Diligences run daily to Milan, making the journey in 58 or 60 hours, and making

Briog a sleeping-place.
Quitting Martigny, we proceed for a short time through sterile rocks and mountains. Passing Reddos, the aspect of the country altogether changes -the luxuriant pasturages, rich vineyards, picturesque villages with churches, and the ruins of ancient castles, &c., now mot with, presenting a deep contrast to the barren ruggedness just left behind. And, as we approach Sion through the valley of the Rhone, we behold nothing but scenes on which the eye loves to rest and memory to linger. The low grounds intersected with rivers, the adjacent mountains studded with villas and chastelywrought buildings, and the extreme horizon bounded by the Alpine heights-all form a group scene deeply touch ng.

Sion .- Is the ch'ef town of Vallals, with a population of three thousand souls. It stands on the declivities of three hills, and possesses three extensive easies, built on each declivity. The third easie, called Tourbillon, contained portraits of the bishops of Sion from the year 300; it is now in ruins. Here we find several Roman antiquities, one of which is a half-effaced inscription to the memory of Augustus, near the door of the cathe-dial. The landscape painter will find the castles of Sion and Montargia seated on rocks above the town to the right, special objects of interest. The Hispital is worth a wait. Leaving Sion, we proand throws a beautiful country, rich in rural

BIENNE TO BASLE .- Conveyance by railway, also | beauty, and fruitful of vineyards and pasture-lands . irrigated by the Rhone.

Sierre.—A pretty little village. The people here, and indeed throughout the Vallais, speak German. Quitting Sierre, we cross the Rhone, traverse the forest of Fuiges, and pass Leuk, nine miles above which are the Baths, worth seeing-the gorge of the Dala opening behind it. Travellers in carriages usually turn off here to visit the Baths, and ascend the lofty and sterile Mount Gemmi.

TOURTEMAGNE .- Remarkable only for the cascade behind it. The approach to this place presents us with a view of the entire Alpine chain, connecting the Simplon and St. Gothard. From here wo drive to

Visr .- It is seated on the banks of the Vispa river as large as the Rhone. It was once the residence of very many noble families, whose stately palaces are now in ruins. It is now a miserable village. From here we proceed to Brieg, passing Glys, where the ascent of the Simplon begins. From Visp to Lermatt, 30 mile, mule-path.

Visce, on Viesen, very near to Visp, from whence the traveller may diverge to visit the Eggishorn and the Alersch Glacier, and obtain one o

the finest views in the Alps.

BRIEG.-Is a small town, containing about eight hundred inhabitants, and is the usual restingplace for travellers crossing the Simplon. only buildings worth notice are the Chateau of Baron Stockalper and the Jesuits' College. At this town the Simplon road leaves the valley of the Rhone. The distance from Brieg to Domo d'Ossola is about fourteen leagues or forty-two English miles. It takes seven hours to reach the Simplon. and three or four to Domo d'Ossola. Before describing the ascent, it may be well to observe that the route over the Simplon was planned by the Emperor Napoleon in 1801, immediately after the sanguinary battle of Marengo. It was constructed at the united expense of France and Italy. On the side of the Haut Vallais, the work was carried on by M. Céard, representing France; and by Giovanni Fabroni on the part of Italy. Commenced on the Italian side in 1800, and on the Swiss side, in 1801, the work occupied six years in completion, giving employment to over 30,000 men. This road is the only one over the Alps, where human skill and labour have succeeded in hewing out a practicable passage for waggens and artillery. Between Brieg and Sesto, it passes over 611 bridges, besides the colossal constructions of masonry, consisting of ten galleries of solid stone. and twenty houses of refuge. It is twenty-five feet broad. It cost £5000 per mile.

From Bases to the left is the road to the Rhone Glacier, and footpath to the Hospital on the St. Gothard-road, and to Meyringen, by the Grimsel

ASCENT OF THE SIMPLON. -The first work of the ascent of the Simplon is a bridge thrown over the Saltine, consisting of a lofty and epactors are:
On the left we pass a chapel, with several small oratories leading to it; from here we seemd too. forest of ir through beautiful windings. The op-

of the valley of the Rhone, shronded by snow-capped Alps, with their king, Mont Blane, towering majestically above them. Traversing precipices, we reach the first gallery, and crossing the lofty

PONT DU GANTHER, fine cascades, and romantic glens present themselves, until we reach the third refuge, called

Beresal .-- It consists of two buildings connected by a roof. Passing this refuge, we see a splendid variety of Alpine flowers growing amid verdant lawns of turf; and crossing the bridges of Orsback and Saltine, (close to the bottom is a magnificent cascade,) we enter a grotto, leaving on our left the Kaltwasser glacier, from which falls four cascades, whose waters dash themselves into the chasms below. Following out our ascent, we reach an eminence over which nature seems mourning in desolate abandonment. No tree, no shrub, no green spot greets the vision; all is melancholy and awful desolution. Close to this desolate spot is the glacier grotto, to the right of which is the Hospice, inhabited by monky belonging to Mount St. Bernard. Here there is no stabling or fodder for horses, but travellers are very comfortably accommodated.

An extensive valley of considerable width occuples the sammit of the Simplen; all about is devoid of picturesque interest. A gentle descent brings us to the seventh refuge, situated about three miles from the village of the

Simplon.-Travellers should take care not to be imposed on by representations to the effect of there being no horses. A wooden sabot should also be procured, to save the cross drag of the carriage, as the descent is steep and rapid. As we descend, on the right are lofty barren rocks, and roaring torrents on the left. Nine leagues from Brieg and five from Domo d'Ossola, we reach the Galleric d'Algaby, the first excavation on the Italian side. The road passes through this gallery; and sloping gradually, enters the Gorge of Gondo-the grandest but yet most awfully savage in the Alps. Crossing the Doveria by a wooden bridge, we next pass over the Francinodi waterfall; and after wending through several zigzag turnings, we arrive at

Gondo, and leave the Vallais. This village consists of a few miserable hats congregated round a tower seven stories high. A short walk down the right of the torrent leads us to the gold mine of Zurichbergen. We enter Italy a short time before our arrival at the village of

ISELLA.—Here the passports and luggage of travellers are examined. This part of the road, for nearly eight miles, was destroyed by the tempests in 1834 and 1839. The road altogether, on the Sardinian side of the Pasa is in very bad repair. At this point of the journey the scenery assumes a different aspect. In place of naked rog-gedness it puts on green foliage, and shrouds the road with the shade of the sombre fir, that clothes the tips of the mountains. The last gallery of the pass is traversed previous to meeting Crevola, at 

aspect of the scenery and climate here proclaim parentrance into Italy.

Dono D'Ossora. -- A small Italian town, remarkable for its grotesque appearance and its idle lazzaroni. only. From here the ascent of the Simplen occuples seven or eight hours, and twelve or thirteen from here to Milan.

Vogogxa.-Is a small village, with the valley of Anzasca, leading up to Monte Rosa, opening up before it; a scene worthy the tourisi's special notice.

ORNAVASCA .- Near here are the white marble quarries, from which stone for the Milan Cathedral was procured. At Gravellons we cross a large bridge, and following the road leading up its left-bank, we arrive, in a couple of hours, at the lake of Orta, one of the most beautiful on the Italian border. Lake Maggiore, and Isola Madre-the most northern of the Borromean Islands-burst on the vision here with great effect. Not far beyond this place will be found the rose granite quarries; the colour is produced, it is said, by the influence of the felspar in it, which mineral abounds here in elegant flesh-coloured crystals.

BAVENO,-Close to the lake. Diligences from here to Milan in 9 hours.

BOATS .- Parties wishing to visit the Borromean Islands, will here find boats at the following rate:-For two hours, with two rowers, 5 fr., and 1 fr. per hour after; an hour once commenced is counted as full

Asses may also be hired here at 4 frs. each, t ascend the Mont Monterone, towering in the rear of the village, and commanding a magnificent panoranic view of the Alpa. The top is 4,360 feet above the level of the sea. The descent may be made by the opposite side to Orta, accomplishing it in three hours, and returning to Omegna in about two hours' walk.

CUSTOM-HOUSE OFFICERS are constantly met with along the western shore of the lake as far as Sesto. At Sesto search is made on travellers landing of embarking for Austria or Switzerland. The release of baggage costs & fr.

The Borrowean Islands. - We embark at Baveno on the lake Manhiore for these islands. Travellers proceeding to Milan by carriage, should send it round to meet them at Stresa. Each morning the steamer navigating the lake, passes near the islands on sout age to Sesto, and touches there again on its return in the afternoon. This enables the tourist to see them; and if he will leave Baveno early, he can reach Besto.

PALENZA.—The steamer calls here for passengers every morning at about half past 8 o'clock, and a boat plies between here and Baveno.

LAGO MAGGIORE. - This lake, on which these

9 broad, and towards its centre is about eighty fathoms deep. It presents an enchanting picture. Forest trees, olives, and vineyards, interspersed with picturesque hamlets adorn and ornament its banks; whilst from out its placid bosom rise three small islands, two of which contain beautiful palaces and gardens-the property of the Borromean family. Passing Isola del Pescatori, Isola Bella is met with. This island is looked upon as the most beautiful of the three. It is a magnificent garden, consisting of ten terraces, the lowest of which rests on piers shooting into the lake, studded with beautiful sculpture, lined with cypresses, and rising like a pyramid, one above the other. A very great variety of fruits and flowers grows on them, such as the orange, citron, myrtle, &c. The Palace is worth seeing, and contains many very excellent paintings. We also find a very good inn on the island.

The Isola Madre rears a good many rare plants. and it will be found worth a visit.

After visiting the islands, the tourists embark for Sesto. Before reaching Arona we meet, a short mile distant, approached through a beautiful country, the magnificent statue of Charles Borromeo, wrought in bronze, by Zonelli, and measuring, with Pedestal, 106 ft. in height. The statue is erected on a hill overlooking

Arona - A small old town, containing about 4,400 inhabitants, built on the margin of the lake, and having the Simplon road running through a part of it. At the lower end of the lake a splendid view of the snowy Monte Rosa is enjoyed; and a ferry-boat carries us over the Tecino into the Austrian-Lombardo territory met with at

SESTO CALENDE.-Here passports are strictly examined; and no traveller is permitted to pass the frontier, without his passport is provided with the visa of an Austrian minister. If he have not that, he has to return to Turin or Berne to procure it. The town is built on the left bank of the Tecino, shortly below the place it leaves the lake, and contains only one structure worthy of notice, the church of St. Donato, a building of the middle ages. From here we pursue our route to Milan through the great Lombardo plain, a level route made between gardens and fruit trees; the country along is fertile and rich in the extreme.

GALLEBATI, CASCINA DELLE CORDE, and RIIO. ontside which is a beautiful church, we enter Milan through the

ARCO DEL SEMPIONE -- A structure begun by Napoleon, and finished in 1839 by the Austrians.

Milan.-Described at page 363.

# ROUTE 3.

# A Fortnight's Tour in the Autumn. [BY H. C.]

LONDON TO PARIS, via FOLKESTONE AND BOULOGNE, in 104 hours.

rected to the Chapelle St. Ferdinand, erected on the spot where the Duke of Orleans died in 1842. and to the Chapelle Explatoire, on the spot where the remains of Louis XVI. and Marie Antoinette were interred after being guillotined.

PARIS TO STRASBURG by Railway, in 10 to 16 hours.

The beautiful monument erected in memory of Marshal Saxe, in the Protestant Church of St. Thomas, at Strasburg, should be visited by every

STRASBURG TO FREIBURG, by Railway from KEHL. in 34 hours.

At Freiburg, travellers should ascend the Schlesberg, a little hill about a quarter of an hour's walk from the Neustell, and which commands a beautiful view of the valley of the Treisam, having the hills of the Black Forest in the distance.

FREIBURG to SCHAPPHAUSEN, through the Hollen-TUAL and BLACK FOREST (51 miles). Lilwagen in 11 hours.

Though the distance is only fifty-one miles, yet the road is so hilly that eleven hours are required. The Hollenthal, a magnificent defile, through which the waters of the Treisam force their way to join the Rhine, ought to be visited by every lover of picturesque scenery. An omnibus leaves Ficiburg every morning, in the season, for Steig, at the extremity of the Pass, returning in the afternoon or evening. The road to Schaffhausen, after climbing out of the Hollenthal by a very long and steep hill, passes through the Black For st by Lenzkirch, Boudorf, and Stuhlingen; it is a picturesque route, though inferior in scenery to the Hollenthal. Shortly after leaving Stuhlingen the road crosses the Wulach, a small stream which scearates Baden from Switzerland.

### SCHAPPHAUSEN.

Steamers daily to Constance up the Rhine-a beautiful sail-in 6 hours. Eilwagen daily, along the south side of the river, in 41 hours.

The road to Constance is carried along the Swiss, i.e., south side of the Rhine, and presents many beautiful views of the river, whose banks are here and there richly wooded; also of the Unter See, or Lower Lake of Constance. Steckborn is the only considerable place on the route. At Constance Buden is re-entered.

CONSTANCE.-This is an ancient and apparently decayed city, situated at the point where the Rhine flows out of the Lake. It is chiefy noted for the Council held here 1414-1418, by which John Huss and Jerome of Prague were condemned to death as heretics, and burnt, in violation of the safe con-The attention of visitors to Paris should be di- duct given to them by the Emperor Sigismund. The

Hall where the council was held is shown: Huss's bible and other relics of him; also, in the Cathedral, the flag upon which he stood to receive sentence of excommunication. The place of martyrdom is in the suburb of Bruhl, a little distance outside the city. The Ithine is crossed at Constance by a curious, long, covered wooden bridge. The navigation of Lake Constance is accomplished by sever or eight steamers, which keep up a communication two or three times a day with the principal places upon its banks. The traffic upon Lake Constance has received a considerable impetus from the formation of a port at Friedrich-hafen, the southern terminus of the Wurteinberg railway, and by the completion of the Bavarian railway to Lindau, by which it is brought into communication with the system of railways in that kingdom, as well as with those of northern Germany. The northern banks of the lake are flat, but the southern side presents a series of picture-que views, having the mountains of Appensell and St. Gall, together with those of the Tyrol, in the back ground.

# Constance to Lindau, by Steamer on the Lake, in 5 hours.

Lindau.—The Bavarian frontier town is built on an island in the north-eastern corner of the lake, and connected with the mainland by a long wooden bridge. It is a place of great antiquity, having formerly been a Rorean station. A fragment still exists of a wall, called the "Heldenmaner," attributed to that people. This town suffered greatly during the thrity years' war, having, in common with many other parts of the terminate of the Elector of Bavaria—their most formula he opponent—been devastated by the Sweles, At pre-ent, Lindau has a population of upwards of 3000, the majority of whom are Frotestants.

A pleasant excursion of 65 miles may be made from here to Bicgenz. The road lies along the shores of the lake, and at Loschau crosses the Austrian frontier. Birgenz is a good starting-point for an excursion into the Tyrol, as Innsbruck-am be reached from here in about 23 days' posting, or by a daily diligence through relighter and Landeck. Travellers should not omit to ascend the "Gebhardsberg"—a hill behind Birgenz—the aummit of which may be reached in about twenty minutes, and commands a magnificent view, embracing the whole expause of Lake Constance, the snow-capped mountains and glacters of Appenzell, together with the lofty peaks of the Rhenane or Tytolese Alps.

#### LINDAU to AUGSBURG. By rallway.

There is nothing remarkable on the route to Kempten; the country is, however, pleasantly diversified, beinghere and there richly wooded. Occasional views are obtained of the snowy mountain ranges in Switzerland and the Tyrol. Large forests abound in these parts of Bavaria.

Kempten was formerly an imperial city; it is on the iller, and has upwards of 6000 inhabitants; it is believed to be an old Roman station.

The railway from Kempten to Augsburg requires 3 hours, -the curves being very frequent, and the gradients difficult, a great speed cannot be attained. The only important place passed is Kaufbeuern, once an imperial city, and at present containing about 4000 inhabitants.

Acosouse.—The Hotel "Prei Mohren," was onmerly the mansion of the Fuggers, the increhant
princes of Augsburg; and the apartment is still
preserved and shown, in which Count Authony
Fugger entertained the Emperor Charles V. on
his return from the campaign against Tunis; on
which occasion he destroyed in after of cinnamon,
the Emperor's bond for a large amount, which
he held as security for the funds supplied by him
to enable Charles to undertake the campaign.
Augsburg has been the seat of many important
diets of the empire. The Aligencine Zeitung, the
leading German newspaper, is published here by
istant Cotta.

# Augsburg to Munich, Railway (39 miles) in 2 hours.

The Bavarian railways having only one line of rails, and the trains having to wait at certain stations for others to pass, considerable delays frequently occur. The country between Augsburg and Munich is flat, and the scenery only enlivened by occasional distant glimpses of the mountains in the Tyrol. Shouly before reaching Munich, the royal palace of Nyinphenburg is passed.

MONICH.—See page 320. The colossal statue of Bavaria, by Schwanthaler, a female figure in broaze, 61½ ft. high, of most beautiful proportions, advantageously placed on a slope which rises gently froze the west side of the Theresan Wires, is the finest work of art in Europe. The many other broaze statues, in various parts of the city, are well worthy of observation.

The English garden on the northern side of the city, a plot of land four miles long, and through which the waters of the lear are conveyed, is beautifully laid out, and forms a delightful promenade.

#### Returned to Augsburg

# AUGEBURG to ULM

The Railway: now finished from Augsburg to Ulm. The country is undulating, and is some parts richly wooded. The roat passes turough Tusmarshausen, Buryau, and Gunzburg, dirty Bavarian cities of little or no interest. From the later the road is carried nearly parallel with, though not in sight of, the Danube to Ulm, where it crosses that there which here forms the boundary between Bavaria and Wurtemberg.

ULM is now being strongly fortified by the Ger-

man confederation, to defend the valley of the Danube against France. It was formerly an imperial city, and enjoyed an extensive commerce; but at present contains only about 1,600 inhabitants. Large quantities of snalls are fattened in this neighbourhood, and exported to Austria, where they are considered a great delicacy, and much consumed during Lent. The emperor Maximilian I., in order to refute the accusation brought against him by the citizens of Ulm, that he had drank too much wine to be able to attend to public business, climbed to the top of the tower of the cathedral, (316 English feet nigh,) and there balanced himself on one foot, swinging the other round in the air, which foolhardy feat is recorded by an inscription. Ulm was surrendered to the French without resistance, by the Austrian General, Mack, in 1805, when 30,000 of his troops were made prisoners of war.

#### ULM to STUTTOART. Railway, in 4 hours.

Passing through a picturesque country, being carried along the side of the Swabian Alps, and affording many beautiful views of the valleys of the Fils and Neckar, one of the most striking of which is at Geislingen, a considerable town situated at the mouth of a deep defile, one side of which is richly clothed with foliage, while the other presents a series of gigantic rocks. The curves in the line of railway afford many different views of the gorge, at the bottom of which is seen the narrow stream of the Fils making its way to mingle its waters with those of the Neckar, to which point the railway follows its course. Before reaching Goppingen, a town of 5000 inhabitants, on the Fils, the Hohenstaufenberg, a conical hill about two miles to the right of the line, should be noticed; on it stood the castle of the noble family of Hohenstaufen, which for upwards of a century (1140 to 1250) furnished emperors to Germany. The railway then passes Plochingen, at the junction of the Fils and Neckar, and follows the valley of the latter by Esslingen (described at page 313 of Guide) to Cannstadt, an ancient Roman station, and now much frequented by the inhabitants of Stuttgart on account of its mineral waters, which are believed to be beneficial in disorders arising from indigestion, and thence to Stuttgart.

The Russian, or rather Greck, chapel, alluded to at page 318, is erected on the spot where formerly stood the feudal castle of Wurtemburg, the cradle or Stammechloss of the powerful dukes, the ancestors of the present reigning family.

STUTTGART.—A pleasant, clean city. The railway station is in the Schloss Gasse, close to the palace, and quite in the centre of the town. The palace gardens, which extend upwards of two miles atong the Valley of the Nesen to the elegant Grecian villa of Rosenstein, are open to the public, and form a very pleasant promenade. The orange trees are remarkably fine. There are several handsome public buildings here, among which may be specified the old and new Palaces; the interior court of the latter is curious. But here, as well as in most other Gorman capitals, it is paintal to see the duracrous barracks and great display of military.

#### STUTTGART to HEILBRONN. Railway, in 2 hours.

Chiefly along the banks of the Neckar and Ens, many pleasing views of which are presented passing Ludwigsburg, a city with 7000 inhabitants, once intended for the capital of Wurtemburg; then winding round the base of Hohensperg, an isolated hill with a fortress on its summit, now used as a prison, it reaches Bieflichelm station, from which railway joins the Balen line at Bruchsal; then crossing the Euz by a curious lattice bridge, reaches the valley of the Neckar, the course of which it follows very closely, being carried on an embankment rather above the level of the stream, by Besighelm and Lauffen to Helbronn.

HEILBRONN contains upwards of 10,000 inhabitants, almost entirely protestants; it is pleasuntly situated on the right bank of the Neckar. There is a covered wooden bridge across the stream, similar to those seen in Switzerland. Its chief architectural ornament is the church of St. Killian, whose tower, upwards of 220 feet high, is very beautiful. The holy spring, "der Heilige Brunnen," from which the city derives its name, is near the church. About three miles east of Heilbronn are the runs of Weinsberg, called "Welbers Treue," woman's fidelity, to commemorate an occurrence in the wars between the Guelphs and Ghibelines, when Conrad III., having taken the castle, and intending to put all the garrison to the sword, permitted the women to leave the place in safety, along with whatever they could carry; the women accordingly marched out of the castle, each bearing her husband or her lover on her shoulders.

#### HEILBRONN to HEIDELBERG. Steamer, in 6 hours.

The descent of the Neckar can be made in 6 hours, but the return requires nearly 12, the current being strong. Steamers ply twice a-day in sunmer. Refreshments can be had on board; but the cuisine is only indifferent. The route is most pleasant and interesting; the scenery is almost everywhere lovely; and though occasionally tame, many parts will bear comparison with the finest parts of the Rhine, though on a smaller scale.

The most remarkable places are (right) Juxtfield, visited on account of its brine buths, and with Falensen salt-works in the neighbourhood; (left) Wimpfen, beautifully situated on the top of the steep and richly wooded bank of the river—a very aucient town, with a beautiful gothic church, whose three spires form very prominent objects; (left) Heinsheim, a village of Baden, prettly situated at the foot of the ruined castle of Ehrenberg, one of the most beautiful on the Neckar; (right) Gundelsheim, with the Castle of Horneck, formerly, attronghold of the Teutonic knights; (right) Ruins of Hornberg, picturesquely situated, and overgrown with ivy; (left) Obligheim, where the river is crossed by a bidge of boats; (left) Memeburg, an ancient castle in ruins, believed to have been destroyed during the thirty years war; (right) Zwingenberg, formerly an extensive feudal fortress, defended by eight towers, five of which still runnin; it belongs to the Margrave of Badless, who readded here a portion of very year; (right) Ehrbacks, a

very ancient village, and in the neighbourhood the Katzenbuchel, the highest mountain in the Odenwald ; (right) Hirschhorn, with its walls and towers in ruins; (right) Neckarsteinach, the most charming of all the scenes on the banks of this picturesque stream—the four castles of Vorderburg, Mittelburg, Hinterburg, and Schadeck, rising one above another, and, in close proximity, form a toute ensemble not soon to be forgotten. They were formerly inhabited by the family of Landschaden. The highest of them, called by the peasantry the "Swallow's Nest," is situated on the verge of a steep and inaccessible precipiee, and presents a good specimen of a fastness of the robber knight of the middle ages. (Left) Neckargemand, at the mouth of the Elseuz; (left) the Wolfsbrunnen, about two miles above Heidelberg, from which it is a pleasant walk along the banks of the river. In returning, a road, carried on the top of the high land, conducts to the castle of Heidelberg. Wolfsbrunnen is famous for its trout, which are preserved in reservoirs, and attain an enormous size. It is a favourite resort of the students from the university. (Left) lieidelberg.

Heidelberg to Frankfort, by Railway, in 3 hours. Frankfort to Cologne, by Railway and Rhine Steamer, in 94 hours.

Cologne to Brussels, by Railway, in 7 hours. Brussels to London, via Calais, in 13 hours.

# ROUTE 4.

# Zurich to Coire, by the Lakes of Zurich and Wallenstadt.

(Distance, 76 English miles.)

CONVEXANCE.—Steamers thrice dally to Rapperschwyl, and once dally to Schmerikon, whence diligences take us on to Wesen, where we embark again for Walleustadt; from here by coach to Coire: (Chur, German). Places through should be engaged at Zurich.

Fares,—Zurich to Wallenstadt, 9 fr. 50 c.; to Schmerikon, 2 fr. 65 c.

We embark and sail along the Lake of Zurich, described at page 355.

In our voyage we meet many villages, only remarkable for their flourishing industry. We particularise a few of them, first premising that the high ridge seen rising on the west of Zurich, and stretching along the lake for a dozen or more miles, is the Albie.

Kussnacht. A small village with 300 inhabitants.

WADENSCHWYL.—A sweet little town, remarkable for its many silk factories, and containing a population of about 5000. A fine old easile, once the residence of the balliff Uberamiman, but now possessed by a private individual.

RUSCHLIKON.—To the rear of this are the baths of Nydelbad. Passing Mellen and Thalwyl, we arrive at

Horous.—Passengers wishing to visit Right via Zug, must disembark here.

RICHTERSWIL.—Situated on the frontier line of the two cantons of Zurich and Schwytz. Pilgrinus for the famous shrine of the Black Virgin at Einstelden disembark here. Here also is one of the largest cotton factories in Switzerland.

STAFA.—A village with four thousand inhabitants, remarkable as being the residence of Giothe. Nearing Rapporschwyl, the Isle of Aufnat forms a remarkable feature and ornament of the landscape. It is celebrated as being the scene of the refuge and death of Uric Vorsilutten.

RAPERSCHWIL.—Situated on a neck of land advancing into the Lake of Zurich, eighteen miles south-east of Zurich. Its bridge traverses, the lake for a distance of nearly five thousand feet. It is twelve feet broad, and is built of loose planks, not nailed, and without railing. The toil charged is enormous, being nearly 2s. 6d. English, for a char-à-banc. The original bridge was built by Leopold of Austria in 1358, and the present one is a construction of 819.

SCHMERIKON.—Is located at the eastern extremity of the Lake of Zurich; at it the road leaves its margin

Uznach.—A small town of nine hundred inhabitants. Here the road to St. Gall tunns of: and close by at Oberkitch, are the brown coal mines. Leaving Uzuach, we perceive the valley of Glaus with its snowy nountains; passing through which, we arrive at

WEREN.—A little village containing about six hundred inhabitants, situated at the extreme point of the Lake of Wallenstadt. The journey is made through a pretty country.

WESEN to GLARUS, 10 miles.

WESEN to WALLENSTADT, by steam up the Lake of Wallenstadt. -The voyage is accomplished in about two hours, and the fare is 1s. 6d. We pass through stupendous cliffs of lime stone for the northern shore. The southern side presents an aspect of verdure and cultivation. At the foot of the picturesque peak of the Sieben Churfirsten is the village.

WALLENSTADT.—A considerable village, with about eight or nine hundred inhabitants. Leaving: Wallenstadt, we meet with some beautiful scenery in the valley of the Scaz, and reach

Saroana.—A small town, situated on an eminence close to the junction of the St. Gall and
Zurich roads to Coire, and containing about eight,
hundred inhabitants. From Ragatz, where the
hoff Ragatz is an excellent inn, the excursion to the
baths of Pfeffers should on no account be omitted.
The distance is about four miles, and a most delightful walk it is by the river side over an excellent char road. Entering the valley of the Rhiuswe pass Ragatz Zizera, and arrive at
Coire—Described at page 347.

# ROUTE 5.

# Coire to Splugen, by the Via Mala.

(Distance, 32 English miles.)

Conveyance.-Diligence daily, occupying about seven hours in the Journey.

RIGHEAU.—A small town, bulk where the two Rhines unite. This place is remarkable as laving been the scene of Louis Phillippe's (late King of the Fiench) professional labours as an naher. He arrived here in 1793, with a pack on his back and a staff in his hand; and, preceeding to the school-house—once the family clutaeau of the Planta—presented a letter of introduction to the principal, M. Jost, who engaged him under the assumed name of Chabot. He was then Duke de Chartres; and for six or ten months gave lessons in French, history, and mathematics. He was beloved by both scholars and master; and whilst residing here, heard of his father's death by the guillotine, and of his mother's transportation.

From here the road to the Splugen proceeds along the Henter-Rhein, on the right of which may be seen the Gallows; and on the left bink of the Rhine, turther on, is seen the castle of Rhoetzuns, standing on the top of a lofty rock. A great portion of the Rheinthal, called the Valley of Domleschg, is studded with old castles, and is remarkable as being the emporium of various languages and diversified religious.

As we approach Katzis, on the other side of the Rhine, a magnificent view through the Valley of Oberhlabstein may be had; and this, in its extraordinary beauty, is greatly added to by the snow Mount Albuia closing the vista before us in the

distance.

Tgues.—A very small village, beautifully ocated at the mouth of the Via Mala gorge. It contains about 700 inhabitants. A little beyond Thuis the Nolla is crossed by a very beautiful bridge.

The VIA MALA opens short of half a mile above Thusis, and extends about 4½ miles. It is one of the most awfully savage and fearfully tremendous deflies in Switzerland. Language is barren in conveying anything like a precise idea of the colossal dimensions of this gorge—passing through precipices oftentimes 1650 feet high, and not more than ten or twelve yards in width. The road is on the whole pretty good, and is protected by a parapet wall; and is conveyed across the Rhine by three bridges.

The middle bridge is approached by a small gallery, and is about 400 feet high. The road is here half hewn out of the precipice, forming almost a subterranean passage. Close to the third bridge we pass a very fine structure, enter the valley of Schams, and passing the village of Zillis, arrive at

ANDEER.—The chief village of Schams contains about five hundred inhubitants. If the tourists wish, they can explore the Val Ferrara. It is to the lost of the road, and is represented as being far more wild sind errible than the Vla Mala. a fing about five hours to explore it. The road hav-

ing crossed the mouth of the Val Ferrars and the stream of the Aversa, it ascends into the gorge of the Rofia, where the Rhine descends in the form of a cataract. The scencry about is very fine. Soon after the new road, leaving the bridge, runs through a small gallery cut in the rock, and crossing the left bank of the Rhine, arrives at

SPLUGEN.—A small village, situated on the Rhine, at the point where the Splugen and Bernardine Passes commence. It is 4711 feet above the level of the sea.

# ROUTE 6.

# Splugen to Bellinzona, by the Bernardine Pass.

(Distance, 46 English miles.)

ConvEYANCE by diligence daily.

The road, leaving the Splugen bridge to the left, proceeds up the valley of Henter-Ithein. The scenery along the bank by Nufannen is wild and barren.

HINTER-RIEEL—A small village, about 176 feet over the Splugen. From here we proceed by the Pass of the Bernardine. The road leaves the Rhine at Hinter-Rhein, which it crosss by a chridge, and ascending the steep slope of the mountain, gives a very fine view, over the head of the lithing on the left, and of the stupendous mass of the Moschel Horn on the right. The Pass hungs on the left black peak of the Mittag Horn. The summit of this Pass is about 7115 feet above the sea, and about 2400 above the village of Splugen. At its point we find a very good though plain inn. Proceeding a little down the mountain, we pass the Moesa over a handsome bidge, called after Victor Emmanuel, King of Sardinia. The carriage-road here is roofed in for some distance to protect it from the avalanches.

St. Bernardize.—The first and highest village met with in the valley of Miscoco. Here there is a mineral spring; and our descent to the lower valley is made through beautiful and romantic sconery.

Misocco.—A small village with about 1000 inhabitants. Its castle and churchyard will repay a visit. The scenery all about is very beautiful. Proceeding through the valley of Misocco, after passing Cama, Roveredo, and St. Vittore, we arrive at Bellinzona, described at page 346.

#### ROUTE 7.

Berne to Thun, (see Route I, page 381.) Thun to Vevay, by the Simmenthal, Saanen, Chateau d'Oex & Gruyeres, and Pass of the Dent de Jaman.

(Distance, 81 English miles.)

A splendid road leads through the Simmenthal, and a diligence runs in summer. The journey through the valley is readered delightful by the beautiful and charming scenary with which its

and water, enlivened by picturesque villages and homesteads. We enter the Simmenthal between the Stockhorn on the right and the Niesen on the left. From Thun we approach it through the road extending along the margin and by the banks of the Kander, to the spot where it meets the Simmen, a short distance from the castle of Wimmis, passed on our left.

EBLENBACH is a couple of miles further on, with the Stockhorn rising immediately behind it

WEISSENBERG. - The Baths of Weissenberg are distant 21 miles. Conveyance by mule or chair, to be procured at the inn here. The path to the Baths wends along a romantic and picturesque defile. The Bath-house is constructed of wood; expense of baths and living, 9 or 10 fr. a day.

BOLTINGEN .- A small village built to the south of the castle of Simmeneck, 2600 feet above the level of the sca. A steep ascent presents itself, but is avoided by the wind of the road, which, as it were, radiates round it. Above us is the ruins of the castle of Lanbeck. Enjoying the scene of splendour presented by the gorge of Lanbeck, and crossing the river thrice, we reach

Zweisimmen- A village of wooden houses, containing about 1300 inhabitants; and is built where the great and lesser Simmen join. Here the road to Bulle and Vevay, verging towards the S.W., leaves the Simmenthal; and crossing the Saanen Moser, leads into

SAANPN - The principal village of the Valley of the Upper Sarme; remarkable as being all in pasture, and possessing a population exclusively engaged in pastoral occupation, and famous for the manufacture of cheese, known as "Gruyères." From here is made the ascent of the Sanztscu l'ass. The road, on leaving, is rugged and steep. We leave Berne, and enter the Canton of Vaud about a mile below Samen.

ROUGEMONT .-- A small village of no note.

CHATEAU D'OEX .- A small village of 700 inhabitants. It is 3030 feet above the sea, and was rebuilt after a terrible configuration. Crossing the Same we traverse the narrow pass of La Tine amid mountains, rocks, and pines. The road, though rather narrow, is accessible to carriages. 101 hours will suffice to accomplish the journey from here to Vevay, with a carriage and pair of stout horses.

Montsovon .- A small but pretty village situated in the Canton of Freiburg. A horse-path over the Pass of Dent de Jaman, brings the traveller to Vevay in 6 hours. The views and scenery are charming. The carriage road leading from Mont-bovon to Vevay, descends into the valley of the same. After making a long détour, it passes round the base of the Moleson, (6181 feet), and wending under the bills, passes by

GRUYERER.-A filthy little town or village con-

abounds, commanding brilliant landscapes of wood ; crowned with a castle, which is very remarkable, and an object worthy a visit. The district in which the town is situated is renowned for its cheeses. The old chapel of St. Theodule is also worth a visit. Within it is a monument and effigy of a Count of Gruyere, remarkable for their antiquity. Bulle to Vevay, see Route 1, page 381.

# ROUTE 8. Martigny to Aosta, Pass of the St. Bernard.

The distance from Martigny to the Hospica is about 27 miles, which can be traversed in a walk of about eight or ten hours, and thence to Aosta in about seven or eight.

Chars take the travellers from Martigny (see Route 1.) to Liddes, whence the ascent to the Hospice is accomplished on mules. We pass through the Bourg Martigny, and cross to the left bank of the Drance. From here the road follows the course of the river as far as the villages of Valette and Bouvernier. The road again crossing and re-crossing the river, and continuing its course by the right bank along the Valley of the Drance, it proceeds up the left bank to St. Branchier - a miserable village situated at the foot of Mount Catogne-where the two branches of the Drance unite. A little above this place, very beautiful views in the Val d'Entremont may be enloyed, differing, in no way however, from the general character of Alpine scenery.

Chairnes .- A path from here leads to Issunt and the Val de Ferret. As we leave the village behind us, the scenery met with is rugged and wild, though not to any great extent. Nor is the landscape remarkable for anything worth notice. until we enter at the forest of St. Pierre, and enter

Liddes .-- A char from here to Martigny costs 12 fra.; and mules from thence to the Hospice. 6 fra.

Sr. Pierre.-A small and wretched village, venerable by its antiquity. Not far from here is a magnificent cascade, in the Val Orsey. Beyond St. Pierre the path passes through a larch forest, far below which, in the distance, can be seen the course of the Drance. We enter the plain called the Sommet de Prou, as being the most elevated. point of the pesturage of Prou. Above this plain. is the Glacier of Menon, topped by the lofty peak of Mont Velan-the highest part of the Great St. Bernard. Shortly after, the Hopital is reached; this appears incorporated with the skies, and is elevated 8200 feet above the level of the sea. The Convent of St. Bernard is the point of separation between the waters that flow into the Adriatic Sea and those that flow to the Mediterranean. The Hospics of the Great St. Bernard has acquired a world-wide fame for the hospitality of its inmates. It is a stone building, massive and strong, built on the loftlest point of the Pass, exposed in its north-east and south-week faining about 400 inhabitants. Its position is sides to every storm, but sheltered on the north to very picturesque, being built on the face of a hill, west by Mont Chenelletaz and Mont Most. Tue

chief building has seventy or eighty beds for the use of travellers, and is capable of affording shelter to over 300. Some days 600 or 700 receive aid and succour. Independent of this building, there is on the other side of the way a house of refuge, called the Hotel de St. Louis, in which ludies are chiefly accommodated. On the ground floor are the stabling, store-rooms, &c. Above these are the sleeping-rooms, the church, and refectory. A flight of steps between the two corridors leads to the drawingroom, where visiters are received by the brethren. The reception-room is clastely furnished, and ornamented with paintings, &c., presented by visitors in token of their gratitude to the brethren. The cabinet attached to this room is interesting and attractive; it contains a number of the plants, insects, and minerals indigenous to the Alps. It also contains a great many relics of the Temple of Jupiter. which, tradition states, once stood on the Pass, close to the Hospice. The figures of bronze, arms, metals, and coins, will deeply interest the antiquarian. The chapel of the Hospice is a very handsome one, and contains a monument erected by Napoleon to the memory of General Dessaix, slain at Marengo. This monastery was founded in the tenth century by St. Bernard -- a member of the noble family of Menthon, in Savoy-who was a canon and archdeacon of Aosta. He governed the convent for forty years, and died in 100s. All the documents, &c., likely to throw light on the circumstances of its foundation, were destroyed by the terrible conflagration of 1552. The monks of the community are regular canons of St. Augustine. Ten or twelve usually live at the convent. Their duty is to assist travellers in the dangers to which they are here continually exposed from the storm and the avalanche, in the discharge of which duty these devoted men often lose their lives. Scarcely a traveller over passes without paying a visit to the

Mobour -- in which are deposited the bodies of the unclaimed dead who perish on the mountains. The scene it presents is awful and melancholy, yet faithful and true. The ashes of mouldering huma-nity, the bleached bones, the calcined particles of what was once life and vigour-all present a spectacle that awakens in the bosom of the spectator thoughts of the most serious considerations. Death, as it were, lives before him in all its terror: the scene opens up the portals of two states-he sees what he is, and what he will be. At one end are the remains of those who are dried up and withered. Close by are skeletons, partly preserved and partly in a state of decomposition; and all round are the broken fragments of human nature in all the plenitude of its dissolution, pointing out to the spectator his being-his end. The house in which these bodies are placed is rather a low building, situate a few yards from the east extreme point of the convent.

The visitor can scarcely leave without seeing the dogs of the Hospice. They are a noble breed, said to be a cross between the Newfoundland and the Pyroan. They are powerful, of great muscular strength, and very astonishing in their rational fatcilingence. Very many of them have perished with the guides. One-of them, called "Barry," is

reported to have saved fourteen individuals. His skin is stuffed, and may be seen at the Museum of Berne. Leaving the Hospice, we proceed down-wards to the Val d'Aosta. Our road lies between the Lake and the Plain of Jupiter. Passing first a short defile, the scene towards Italy reveals itself. showing us the large basin of the Vacheric. Tarning shortly to the right, and sweeping round the basin, we descend to the plain. A very fine view may be had on looking cut from the gorge on Mont Mort, towards Vacherie. After this, we arrive by a rapid descent at St. Remy. From here to St. Oyen we pass no picturesque scenery. At this place the passports are rigidly examined; and unless perfectly correct, the traveller is not per-mitted to pass. The baggage is closely examined at Etroubies, where also is crossed the branch of the Buttier. From here the road goes down to the village of Gignod. Beautiful indeed, and rich in all the glories of picturesque grandear, is the scenery of the country we now pass through. The Val d'Aosta, with its trellised vine and luxurient vegetation relieved by the back ground, filled with the beautiful forms reflected by the snowy tops of the mountains above the Val de Cogne-render interesting and delightful our entrance into

AOSTA .-- A city built at the confluence of the Buttier and the Doire, in a valley rich and beautiful. It contains about seven thousand inhabitants, and is remarkable for its antiquities and historical recollections, and for the beautiful scenery surrounding it on every side. Formerly called Civitas Augusti, or the City of Augustus, it fills a large space in the page of antiquity. Known under the name of Cordele, its history dates further back than its conquest by Terentius Varro. Its foundation is set down as being 406 years earlier than that of Rome by Romulus, and as having occurred 1158 B.c. Twenty years before Christ, its inhabitants were reduced to captivity by the Emperor Augustus. He gave his own name to it on its being rebuilt, and established there a large number of the Pretorian cohorts. Its greatness at that time cannot be doubted. The mouldering ruins and broken fragments of its stupendous buildings, now withering into clay, sufficiently attest its antique greatness. Its triumphal arches with their façades, its broken bridges, the ruins of its amphitheatre. Prætorian palaces and towers-are living attestations of its having been under the dominion of, and erceted by, the Emperor who swayed Rome's mighty sceptre, and wore her imperial purple when she counted the empires of the earth, her pasture-lands and vineyards, and her slave-roll the broad register of the human race. It gave one archbishop to England-Anselm, the Archbishop of Canterbury, in the eleventh century, who was born there. The Cathedral likewise deserves a visit.

# ROUTE 9.

#### Berne to Lausanne, by Morat and Avenches.

(Distance, 57 English Miles.)

CONVEYANCE.—Diligence daily, making the journey in ten or eleven hours. As we go on the Alps are seen on our left, and we cross the Saarine at

GUMINEN-A short distance from which the road enters the Canton of Freyburg.

MORAT, (Murten, German).—Situated on the east side of the Lake of Morat, and contains about 1,900 inhabitants. Its streets are narrow, and it is surrounded by feudal fortiesses. It is only remarkable for the sanguinary battle of 1476. The hill of Munchwyler gives the best view of the scene of the battle, and of the lake. Five miles beyond Morat is

AVECHES—Situated on the south-west angle of the area formerly occupied by the Aventicum, enpital of ancient Helvetta. The town is surrounded by walls, and contains a population of 1,000. The antiquarian will here find much food for study and contemplation. His research will be anaply compensated by exploring the mouldering fragments of the broken walls and battlements, and other records of the regions of Vespasian and Titus, as well as of the hestile invasions of Alemanni and Attila. A Corinthian redumn, 37 feet high, is seen on the left of the road as we enter the town. The eastle is a building of the seventh century.

Downer.--From here we proceed to Freyburg, described at page 347.

PAYENE.—A small town, no ways remarkable. The church contains a remarkable relic, said to be Queen Bertha's saddle. This church also contains her tomb. Ascending the valley of the Broye, we reach

Moupon.-A town containing about 1,600 inhabitants.

CAROUGE.—To the left is the road to Vevay. The road from here is very hilly, and requires extransorses to accomplish it. At our arrival on the summit of the Jorat from the southern side, a very beautiful view opens up before us, disclosing Lake Leman, &c.

LAUSANNE-described at page 350.

#### ROUTE 10.

Lyons to Pont de Beauvoisin, by Les Echelles, Chambery, and the Pass of Mont Cenis, to Turin.

(Distance, about 180 English miles.)

LTONE to PONT DE BEAUVOISIN.
CONVEYANCE by diligence or courier every day.

PONT BEAUVOISIN.—A frontier village of France, situated on the banks of the Guiers Vif, which is crossed by a bridge having French and Sardinian

custom-houses at either side, where passports and baggage are severally examined. The road from this place is at first flat, but becomes an ascent after a couple of miles are passed. At the height of the ascent, we find splendid views opening up before us. Beneath us lies the sanny field of France. Soon after, we enter the magnificent gorne of La Chaille. The road is constructed of solid masonry. Extending along the edge of the precipice, ruggest supendous cliffs, many hundred feet high, hue the other side; whilst in the depths below rushes the innestment torrent.

Les Echetles.—A village situated on the Gulers, being the starting point of a road leading to the Grand Chartreuse. We next enter the valley, and pays through the great tunnel cut through the face of the mountain, a most extraordinary work, 25 feet high and 1000 feet long. We follow our route through a rocky ravire.

St. Thisaud de Coux.—A waterfall not far from here has been written of by Rousseau as "La plus helle que je vis de ma vie."

CHAMBERT—described at page 346. From here some very pleasant excursions can be made, particularly those to the baths of Aix and the Lac du Bourget.

Railway to Aix and St. Innocent, also to St. Jean de Maurichne.

The Deet de Nivolet and Les Chametres— Our road proceeds through the valleys of the Arc and Issire. On the right we see Mont Grenier, 5700 feet high. The Château Bayard stands on the left bank of the river, a few miles below.

MONTMFILLAN.—Situated on the left bank of the Isére, where the four roads:—that of the Mont Cenla, that of the Tarentuse, and those of the little St. Bernard and Grenoble meet. Several hamisome country seats, forming a handsome suburb, are around here. At this point the valley of the Isére divides itself into two large plains. Crossing the Isére, we ascend a hill, and can enjoy a magnificent view of the Arc and Isére. The hamle: of Maltaverne is the next place met with. This place commands a very good view of the Isére. The rivers Arque and Isére ioin between Maltaverne in the proposite side of the Isére. The rivers Arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque and Isére ioin between Maltaverne in the rivers arque arque in the rivers arque and rivers arque arque in the rivers arque arque in the rivers arque arque in the rivers arque arque in the rivers arque arque in the rivers arque in the rivers arque arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque in the rivers arque i

AIGUERELLE- Situated at the foot of Mont Cenis. The country about is very unhealthy, the rivers at their junction forming very pectilential marshes, which generate makada, &c. Issuing from Aiguebelle, he pesses under a triumphal arch; and passing a number of poor hamlets, reaches

La Grande Maison.—A short distance beyond La Chumbre, on the east, a large valley, called la Madeleine, opens a road to Mousten, the chief place in the valley of the Tarantaise, stuated on the high way from the little St. Bornard to Italy. Crossing the bridge of the Hermillon, and following the base of the mountain of Rocheray, we reach

ST JEAN DE MAURIEUME.—It is the chief place he the valley, and has a very good suburb. The viney, yards of St. Julien produce some good wines. By yond the town we cross the Arvan, and a little further ou, the Arc, after which we arrive at the Michal

Sr. Michel.—A very picturesque little town, surrounded by orchards and meadows.

MODANE —A town famous for its cultivation of hemp, and remarkable as being the last scene of "Sterne's sentimental journey." In this part of the valley the bed of the Arc is much confined, and has to flow through a narrow gorge. The road here has been cut for about a league through the mountain. Beyond is the fort Lussellon, having the gorge of the Arc as a fosse. The Pent du Dlable is a very striking object.

VENEX.—The mountains about here are very necresting, from the singularity of their appearance. They are without a human residence, and their summits abound in dens of bears. Chamois, mannots, and phensants are also to be found there. The path of the Col de Vanoiso meets our road at Termignon.

LANS LE ROURS.—A large village situated at the foot of Mont Cenis, inhabited by porters and muletoers. On leaving the village, a very large barrack is passed on the left. The road crossing the Arc, begins its ascent to Mont Cenis. Travellers for the uscent abandon the valley of Maurienno.

MONT CENTS. - This remarkable mountain is one of the chief routes from France and Switzerland into Italy. It is situated partly in Savoy and partly in Pledmont. We are enabled to accomplish the journey from valley to valley in one day-that is, from Lanslebourg, on the Savoyard, to Susa, on the Italian side-a distance of about sixteen leagues. Many historians assert that it was by this mountain Hannibal penetrated into Italy. There are houses of refuge erected all along the Pass; and we pass 23 of them between Lauslebourg and Susa. They are occupied by cantonniers, who keep the road in order, and render travellers any assistance they may need. The first remarkable spot met with is La Ramasse. When the snow has filled all the hollows in winter, travellers from Italy descend from the summit to Lanslebourg in a sledge with almost inconceivable rapidlity, accomplishing the descent in about seven minutes, the sledge being guided by a peasant. The perpendicular descent is 2000 feet. The most elevated point of the road is called Point Culminant, which is commanded by very excellent views of the five peaks of Roche Melon, Roche Michel, Roncho, Corne Reusse, and Vanese. A spacious platform or plain extends from here to the Grande Croix; and the road is so guided as to avoid some dangerous avalanches. Les Tavernettes is next met with. It is a little below the Point Culminant, and not far within the entrance to the plain. At this place there is a station of cantonniers, under the control and direction of regular officers, to whom the tourists can complain against their drivers or post-boys for unnecessary delay, &c. At the seventeenth refuge a toll of b france per horse is charged. From here a short distance brings us to the culminating point of the pass, viz., 6,780 feet above the level of the sea. Continuing to traverse the plain, we reach the post-house where wescan get a plain but sub-

stantial repast. The road is magnificent; and is another monument of the enterprise and genius of Napoleon. We soon after reach the Hospice—a long range of buildings, near the extremity of the Lake, six leagues from Lans-le-Bourg. It was originally founded by Charlemagne, and re-established by Napoleon. It contains 1012 betas, and 1000 or 2000 more could be accommodated on the loft. There is a barrack connected with it, now occupied by a troop of carbineers, who examine the passports of tourists. The Hospice, properly so called, is inhabited by monks, who exercise hospitality towards all travellers. Travellers ought to be particular in having their passports countersigned, as, unless they do so, they would be stopped at Chambery or Turin. The gorge of the little Mont Cenis is seen on the opposite side of the lake. Further on, we meet the bridge of La Rouch—a torrent following the direction of a new road.

Grande Cross.—A group of taverns. Here we cross the La Rouch, and find terminated the Mont Cenis The road wending above the plain of St Nicholas, opens through a perpendicular granting rock of considerable clevation. Arches of masonry are to be seen along the road, constructed to pretest travellers from the rocks, which very often fall. The scenery of the plain is wild and terrific. We obtain a commanding view of the hills of Charmont before we roach

MOLARET- the first Piedmontese village met with. Near it is a small inn.

Stsa.—A small town with about 2000 inhabitants, situated at the point where the reads over St. Genévre and Mont Cenis meet. It is a very old town, but noways remarkable. Outside the town is a triumphal arch, erected in honour of Augustus eight years before the Christian ena. Passing Bruzzole, St. Ambrogio, and Rivoli, we arrive at

Turin- described at page 369.

# ROUTE 11.

# A Three Weeks Tour in Switzerland.

By J. K., JUNE.

BASLE .-- HOTELS &C., see page 343.

Basic To Zurich—By isliway. For a party of three or four, in fine weather, it is much more pleasant to take a carriage from Basic to Baden: it is needful in such case to start from one and a half to two hours sooner. On attaining the summit of the eminence, before descending to Brings, on the Aar, the traveller gets the first view of the Alps of the Oberland. The whole ride is an extremely interesting one.

ZURICH .-- HOTELS, &c., see page 354.

ZURICH TO THE RIGHT AND LUCERNE. - The steamer leaves Zurich at 8 o'clock in the morning for:

Horgen, on the south shore of the lake. Passengers ! can book on board the steamer for the whole route, as far as Arth, fare, 5 frs. Omnibuses wait the arrival of the steamer at Horgen, to convey the passengers to Zug. A good table d'hôte is always ready at the hotel at Zng for the passengers. The steamer then conveys them across the beautifully green lake of Zug to Arth, where the ascent of the Righi commences. The ascent from this side, and descent to Weggis, we recommend in preference to the opposite route. In crossing the lake, you have the Right rising majestically before you -- Mount Pilatus in the distance to your right, and the Rosberg to the left. At Arth, horses may be procured for the ascent- or at Goldan, one mile further on. It is well, if the weather be fine, and a probability of much company, to telegraph for your beds before you leave Zurich. There are few finer scenes in Switzerland than the ascent of the Eighi from Aith and Goldau After passing the latter, you ascend steadily for some time on the verge of a steep descent, with fine views of the lake of Zug below you to the right, and of the Rossberg on the opposite side of the valley. The place whence the great fall occurred that destroyed the former village of Goldau, is plainly seen. Directly behind you are two remarkable mountains called the Mitres, in the Canton of Schwytz. The path soon diverges to the left; and after a very long, arduous, and precipitous climb through the forest, whose shade from the sun is most welcome, a more easy path is attained on the right side of a deep valley, or mountain gorge, the sides of which are clothed with beautiful pine-forests, interspersed with cascades from the rocks above. Ascending still further, you reach the small hospice inhabited by a few Capuchin monks, and the chapel of Marie-zum-Schnee. At this point the snowy peaks of the Alps first appear in the east; and, as you ascend higher and higher, your view gradually extends to the south, each fresh extent of view increasing in splendour, till, on attaining the summit, the grandest panorama in Switzerland rewards your toll. After remaining on the summit to see the setting sun, you are ready for the refreshment provided at the Culm hotel, which is good and reasonable, considering the difficuty of bringing every thing from the valley. The ascent of the Righi from Arth occupies about 34 hours. After being roused by the Alpine horn, to see the sunrise, if so fortunate as to have it fine, you descend to Weggis, occupying about 24 hours, on Lake Lucerne. This descent is extremely The view of the lake, at an immense depth below you, with Mount Pllatus beyond, and the mountains of the Oberland in the distance, must delight the most fastidious. From Weggis to Lucerne by steamer, or row-boat if preferred.

LUCEBNE.-HOTELS, &c., see page 350,

Steamer twice a-day in summer from Lucerne to Finelien and back, calling at Weggis, Beckenreid, &c., &c., and passing the Field of Grutli and Tell's Chapel, in the Bay of Uri. Travellers who are intending to go by Alterf and the St. Gothard Pass, leave the steamer at Fluellen.

At Lucerne the curious covered bridges, and the

are well worthy of inspection. For further description of Lucerne, see page 350.

THE BRUNG PASS.—To Beckenreld by first boat in the morning, thence by diligence at 7.30 a.m., or by a hired vehicle to Lungern; or by a rowboat to Alphach; if there is a party, this mode is not only pleasanter, but cheaper. The charge is not only pleasanter, but cheaper. The charge is 14 franc for the boat, 2 francs each to three rowers, and a trifle for trankgelt. From Alphach to Luncern by hired vehicles, passing through the vale of Sarnen and past the lake of that name, and the Lake of Langern. There are printed tariffs of charges for vehicles, &c., in most parts of the Oberland.

Very intelligent guides may be procured at Lungern; and for a party, especially if it be their first visit, it will be found not only to add greatly to their comfort, but to be ee monical to engage one. They are for the most part extremely civil, and save those who employ them from many auxieties. The cost is 6 francs per day, and 6 france for each day required to take them home, when they are discharged, besides trinkgelt. For this they provide for themselves, and look faithfully after your interests There is a very comfortable country Inn at Lungern, plain but good provisions, and very cheap, all but the wine, which should be brought from Lucerno At Lungern the Pass of the Brunig commences, and can only be done on foot or on horseback. Horses can be hired at Lungern. If thie, it is a delightful walk-the scenery grand, yet beautiful -the forests fine, and vegetation most luxurant. After emerging from the Pass into the vale of Meyringen, the roads diverge. The right hand leads to Brienz and Interlachen, the left to Meyringen, either of which may be reached the same day casely. The view, on entering the valley, is extremely grand. Opposite to you rises the Faul-horn, and to the left are seen the casendes of the Reichenbach; and looking up the valley of the Sheideck may be seen the Wetterhorn and the Glacier of Roseniam.

METRINGEN.-HOTELS, &c., sec page 352.

From the hills behind Meyringen there are some cascades well worthy the traveller's attention. One, called the Alpach, is frequently of immense volume, endangering the existence of the village.

THE PASS OF THE SHEIDECK .-- To be done on foot or horseback. An early start is desirable. This is one of the grandest excursions in the Oberland. The first part is very steep, passing close to the splendid cascades of the Reichenbach, afterwards along the valley, on each side of which are most wild and magnificent crags, clothed at the base with splendid pine-forests, the lower parts of the valley being filled with most luxuriant vegetation. Before you is the Wetterhorn and the Glacier of Rosenlaul. After proceeding a few niles, you can diverge from the path to the left, and by a sharp half-hour's clumb reach the foot of the Glacler. After climbing a little way on to it, you may then pass into a cave inside it, with semi-transparent ice for the roof; and below you, in a deep gorge, at a depth enough to make the nervous giddy, rushes the torrest from the Glacier Leaving the Glacier. monument to the Swiss Guards, by Thorwoldsen, the old path is soon regained; and then, passing the Alpine rhododendron and many other rare and beautiful plants, growing in great profusion, you pursue the main valley, till you attain the châlet at the summit of the Pass.

While the horses are taking their needed rest here, the time will be well spent in examining the botany of the locality; and probably the traveller will be also gratified by an avalanche from the Wetterhorn, which is towering immediately above him.

The descent to Grindelwald is steep and toilsome. A visit must be paid to the Upper Glazier of Grindelwald in passing, which will well repay the trouble, and the traveller will not be sorry to arrive at

GRINDELWALD. -- Hotel L'Ours, and Hotel de l'Aigle.

The view of the Lower Glacier of Grindelwald from the horel is very fine. On the left of it stands the Mettemberg; on the right the Great Eigher, the Monch, and the Jungfran. Behind you, to the north, is the Faulhorn; and to your right the carriage-road to Interlachen, through the Lebekenthat, one of the four levely vallies of the Oberland.

THE WENGERN ALP .-- This is another splendid excursion, but only performable on foot or horse-

back, or by chalse-a-porteur.

Crossing the stream that flows from the Glacier, the traveller ascends the opposite side of the valley, leaving the road to Interlachen to his right, and traversing along the precipitous base of the Great Eigher, and passing both it and the Mouch, arrives at the summit. The views at every point of the ascent are very fine. The bird's-eye view, as it were, of the many scattered hamlets that form the village, and the constantly changing views of the magnificent range of mountains - are a source of excitement, that almost make the traveller forget the fatigue of the ascent. At the summit, the Jungfrau, in all its majesty, is suddenly brought before him. Descending for half a mile along the side of the opposite mountain, the chalet is reached, where good refreshment may be obtained. The traveller will most likely, whilst here, see one or more avalanches fall from the Jungiran, and will no doubt be disappointed at their apparent insignificance; but may form some more correct idea of their size from the noise caused by them, as it is echoed and re-school among the mountain peaks. The descent thence is steady and pretty good, till approaching close to the valley of Lanterbrunnen, when it becomes ex-ecodingly steep and travellers will find it safer to After viewing the Staubbach Falls, Interlachen may be reached the same evening.

INTERLACHEN.-- HOTELS, &c., see page 350. This is a nice point for a few days' rest, after rough mountain-climbing. From it many pleasant excursions can be made, viz., to Grindelwald and back, to the Sheideck, up the vale of Lauter-brunnen, and to the Staubbach, to the village Thurren, to the falls of Schmadribach, &c., &c., all so well remembered by the admirers of Longfellow,over the Wengern Alp, or along the Lake of Brienz, to the Giesbach Falls. For the latter excursion, a steamer leaves interlushen at 11 a.m. (which is abort of power, and generally in bad repair). It calls at

the Giesbach, leaves the sight-seers, and proceeds to Brienz; and returning at 2, calls again at the Falls, to take the visiters back to Interlachen, few of whom will have failed, after seeing these splendid cascades, to have seen and bought some of the beautiful wood-carving which is here, at Brientz and at Meyringen, to be purchased in great variety, and at a very reasonable rate.

Interlaction to Leukerbad.—The Gemmi Pass. This may be done in one day; but is rather too hard work, unless the days be long, as daylight is absolutely needful for the last six hours.

A vehicle may be hired to Fruigen, or Kandersteg, and the horses there taken out, and ridden the rest of the journey. Travellers should start not later than 5 a.m. Or by steamer to Thun, and thence by vehicle to Frutigen. There is a diligence daily at 2.30 p.m., from Thun.

FRUTIGEN.

The Hotels at Frutigen are good; and it is there-fore better to rest all night here than at Kandersteg, if you make a two days' journey of it. A vehicle may be hired here to proceed to Kandersteg, or your own retained over night. Kandersteg the carriage-road ends: the rest has to be done on foot or horseback, or chaise-à-porteur. The best plan is to engage your horses at Frutigen. On leaving Kandersteg, the steep ascent commences almost immediately; and after two and a half to three hours' climbing, you reach the small châlet, where the refreshment provided is very welcome. This l'ass is noted for its extreme wildness. For miles along the top, the track is through a district almost destitute of vegetation. It passes over the lowest point of the range of the Blumlis Alp. The grandest part, however, is the descent down the face, as it were, of precipitous cliffs, but along which a horse-path has been most ably and ingenously constructed.

The passage from Kandersteg to Leukerbad, at the foot of the Genmi, may be done easily in from six to seven hours. The view, immediately prior to this steep descent, (and which is from the greatest elevation attained in the day's journey.) is very grand. At your feet, at a depth of some 3000 feet, lies the village of Leukerbad; and yet so near, that it would seem that you could throw a stone on to it. Looking down the valley of the Dala, and across the valley of the Rhone, the chain of mountains, of which Mont Rosa is the chief, stands before you in all its magnificence. Mont Rosa itself is not however visible.

LEUKERBAD .- HOTEL :-

Hotel des Alpes, and Hotel de France. The tourist will be pleased and interested with this romantic apot, shut in on all sides but the south by rocks and mountains of the grandest kind, whose perpendicular sales appear to dely all attempts to climb them; and yet it is by a very ingenious road, cut in the surface of these precipies, that the Pass of Gemmi is accomplished. The village is a favourite resort for people with various kinds of allments, who come to buthe in the hot baths. These are supplied by aprings of water considerably above 100 degrees of Fahrenheit. The water in the baths is kept from 96 to 99 degrees. The mode of taking the baths is very striking to the Englishman. In a long from are four large tanks, some ten or twelve feet square, filled with people in thick would not sometime to be some bath. The usual allowance is a month's course, beginning by more moderate quantities; but when in full operation, the allowance is four hours in the morning, and four hours in the afternoon. A voit to these baths should by no means be missed.

LEUREBBAD TO MARTIGNY.—By diligence daily from l'Hotel des Alpes, at 8 a.m., Sion at 3 p.m. and at Martigny at 7 p.m. The charge for a two-horse vehicle, with relays of horses, at Sierre, Sion, Riddes, and containing four persons, including the driver and the toll or "peage," on the excelent road from Leukerbad to Leuk, is 66 francs-viz, to Sierre 22 francs, guide 3 francs, "peage," 6 francs; to Riddes 10 francs, guide 14 franc; to Martigny 10 francs, guide 14 franc-for one horse to Sierre, and two horses the rest: total, 60 francs; if one horse all through, LO francs.

In ascending from Martigny to Leukorbad, it is considered most interesting to take a mule at Sierro for the rest of the way, and so ascend the right bank of the Dala, passing along some wonderful terraces cut in the rock. The whole Pass up the Dala is one of extreme wildness and beauty. In descending the valley to Martigny, it is botter to keep the regular road. The grandeur of the valley will be as well appreciated, and more comfortably, from the excellent road through Leuk, without the change of conveyance.

MARTIONY, .-- HOTELS: -- Various. See page 351. At the foot of the valley of the Rhone, which here turns suddenly to the right, to join the Lake of Geneva.

MARTIGNY TO CHAMOUNI-by the Tête Now, or Col du Balme.

Mules may be had for either route: each mule, 12 francs; each guide, 12 francs: mules cannot be had without a guide or attendant; but one guide will do for any number of mules. A chaise-a-porteur and six men, cost 72 francs—with eight men, 96 francs.

The ascent commences within one mile of the town, where the road to the St. Bernard branches off, and is one continued steep, unbrokes ascent, till you attain the summit of the Forelaz. Mero the path for the Col du Balme diverges to the lest, that to the Tête Noir to the right. The attraction to the Col du Balme consists in the splendid view, if fine, of the whole of the Mont Blanc range, the moment you attain that spot, after crossing the inches the continue of trient; but to any one going for the first time, especially if any doubt exist as to the clearnass of Mont Blanc from clouds, we would recommend the Tête Noir: you descend, in this case, down the vale of Trient, till you join the Val d'Orsne Be sure not to allow the mule-driver to stop to dine at the village in the vale of Trient, but to go no to the hotel at the Tête Noir, where, instead of

passing an hour in a very tame hollow, you spend it in the most beautiful spot in Switzerland, and not half an hour's rule from the former place. This Pass is constructed round the face of the mountain, forming the angle between the two valleys, but at an immense precipitous height above the streams. Having come down the Trient valley, you now ascend the Val d'Orsine, along this splendid gallery ; continuing on, you arrive at length at a point where the path is again on a level, and then crossing the boundary of Sardinia, you gradually ascend till reaching the highest part of the road, called the Montets. Before reaching this spot, if fine, the Col du Balme is seen towering before you, and then Mont Blanc itself, and the different Alguilles forming the Mont Blane range. The descent is through Argentiere (where the passport is rise), passing the gladers of Tour, Argentiere and do Bois, and so on into the valley of Chamouni.

CHAMOUNE.—Several good Hotels.—Excursions to the Mor de Glace and Montanvert, to the Flegere, and to the Glacier of Bosson, are all easily made; more adventurous people are not satisfied without visiting the Jardin and ascending the Breven; and others, for whose intrepidity more can be said than for their prudence, must needs ascend Le Mont Blane itself.

FROM CHAMOUN TO GENEVA.—From Chamount to Sallenche, in the light chars of the district (which alone are fitted for the fearfully had roads). The views of Mont Blane are magnificent. From Sallenche to Geneva by difference,

GENEVA.—HOTELS, &c., see page 348.
Railway to Lyons and also to Macon and Paris.
Steamers to Morges, and Railway from thence to
Yverdun and Langanne.

VILLERRIVE.—Near to this village is the splendid Hotel Byron—most beautifully situated — within half a mile of the Castle of Chillon; it is an excellent house and reasonable, and a delightful place for a few week's solourn.

Railway to Bex.

VEVAT.—For Horels and description of Vevay, see page 358.

LAUSANNE.-HOTEL, &c., sec page 350.

Passengers by steumer from Geneva land at Ouchy, about three quarters of a mile from Lausanne; omnibuses meet every steamer. At Ouchy, Lord Byron is said to have written The Prisoner of Chillon.

Lausanne to Yverdun, by Railway.

Yverdun to Neufchâtel.—By steamer, along the Lake of Neufchâtel, daily; an excellent new boat put on the Lake in 1852.

NEGGERATEL.—Hotels, and for description of Neufchatel, see page 352.

Be sure not to allow the mule-driver to stop to from Neutchâtel to Bienne, by diligence, pass dine at the village in the value of Trient, but to go as to the hotel at the Tête Noir, where, instead of Isle of St. Pierre, where Rousseau resided top:

some time; then passing through Blenne, and ascending the Juras through a beautiful country, you arrive at the summit, where there is a curious natural arch over the road, on which are some Roman inscriptions. From this point the descent down the Munster Thal commences, and it is a very appropriate close of a ramble through this delightful country. The road passes through two splendid gorges in the rock, the stratification of which is must remarkable. There is an excellent hotel at Bellerive, immediately after passing the last of the gorges referred to. From Bellerive, the road, which, like all roads in Switzerland, is excellent, follows the windings of the river along a beautiful wooded valley almost to Basle, or the rail-read may be taken from Bienne to Bale.

# ROUTE 12. Geneva to Chamouny.

GENEVA—See page 348.—Distance, 50 English miles. The journey is performed as far as St. Martin by diligence in eight or nine hours, and by light carriage in four-and-a-half hours, thence to Chamouny.

A charge of 51 francs is made by the Sardinian postmaster for permission to use vetturino horses between Geneva and Sallenches.

A light carriage for four can be had for 40 francs, to go from Geneva to Sallenches or St. Martin, from whence a lighter carriage can be had to carry two or three persons to Chamonny.

We depart from Geneva by the Grande Place, and pass, for some miles of our journey, through a picture-sque country studded with neat yillas, &c., up to our arrival at

CHEANE—A large village situated on the Scime.
At this point the eye reast upon some magnifeent
views—the Voirons on the left, Mount Saleve and
the range of the Jura on the right. Departing
hence we cross the stream which separates the
Genevese Canton from the Sardinian States, and
arrive at

Anemasse, the Sardinian custom-house station, where, if the passport be en reight, the travellor is treated with great courtesy, and his baggage permitted to pass unsearched. Beyond this place the road leads up the valley of the Arve; and we effect the passage of the Menog over a pretty and lofty bridge. Passing over an elevated plain, we arrive at

NANOY—close to which village, on the right, are some ruins, comprising those of the Chateau of Faucigny. Our road preceeds on close by the Mole, a beautiful mountain surmounted by an obelisk. Passing through some beautiful scenery, we proceed through an avenue of trees, and enter

#### BONNEVILLE, --- Inn: Couronne.

The chief village of the Province of Fancigny, with 1806 inhabitants. It is an excellent mid-day halt. A column, ninety-five feet high, erected to honour the memory of Carlo Felice, stands at the end of the stone, kpidge, and is surmounted by a statue of the king. Crossing this bridge, we follow be-

tween the base of the Mole Mountain and the Mount Brezon, which on the right bounds the valley of the Arve, now fortile and agreeable. Passing through the villages of Vaugier and Scionzier, our road continues immediately under the Brezon, until it crosses the Arve on a stone bridge, and enters

CLUSES.—Inns: Parfaite Union & Ecu de France.
A very old town, nearly consumed in 1843, but
now nearly rebuilt, in a remote position from the
mouth of the gorge. It has a population of 1800;
a large number of these are celebrated as watchmakers, in which capacity very many of the inhabitants of this place have founded establishments
in Strasburg, Lyons, Augsburg, &c.

Departing from Cluses, our road is carried through the defile and beneath grand Alpine precipices. The valley now narrows, and in some places the precipices overhang the traveller. scenery through which we now pass is wild an. beautiful. Though a very agreeable visit might be made to the Grotto of Bahne, 800 feet above the valley, and seen shortly before arriving at Maglan; yet persons intending to go on to Chamouny, had better waste no time here, but be off to St. Martin or Sallenches. A couple of hours might be devoted to seeing the cave or grotto. At La Balme we find mules for the ascent, and can get limonade gazeuse at the hamlet. The depth of the grotto is more than 1800 feet. The peaks of Mont Douron, seen on the other side of the valley, present a very striking ap-

Adjoining the road, at a few yards distance from La Balme, a magnificent spring issues out of an embrochure; and the lovers of pure beverage will be deeply gratified by partaking of its refreshing waters.

Malan.—On the right of the Arve, situated beneath lofty mountains, we see this straggling village of about 1800 inhabitants, who bear much the same migratory character as the people of Cluses, and are just as remarkable for their foreign establishments. Proceeding beyond this place the valley widens, though the scenery is unvaried; and our road touches on the Nant d'Arpenaz, one of the highest waterfalls in Savoy. The stream is like a sig-zag cascade, and crossing the road beneath a bridge, falls into the Arve. Travellers exposte from Geneva will be pestered with lide vagrants offering them minerals for sale, guides, &c., vending echoes by firing pistols, &c., but they should discountenance such imposition.

The valley now loses much of its former narrowness; and from Sallenches up to the base of the Douron, we see before us rich and verdant fields. Direct above us rise, 8000 feet above the sea, the peaks of the Varens, as we enter St. Martin, and soon after find ourselves in the yard of the Hotel Crossing the bridge, situated de Mont Blanc. about 100 yards from the inn, our road leads on to Sallenches. From off this bridge we enjoy a delightful and magnificent view of Mont Blanc-a view so pointed, so clear, and so gratitying, that to enjoy it is worth the entire journey from England. The peak, in a straight line, is twelve miles distant from here; yet its stupendous mass is shadowed forth with a clearness so vivid, brilliant, and commanding, that the eye calculates on its immediate presence in all the grandeur of its mountain maiesty. Forcias, in its pine-clad armour and green helmet, is seen; and, towering above these, the Alguille de Goûté, the Dome de Goûté, and the summit of the highest mountain in Europe, supported by the ridges of Alguilles, the intersecting spaces being studded with glaciers.

SALLENCHES.—Inns: Bellevue and d'Angleterre. A small town with a population of 2000. It is situated on the ruins of the former town, entirely consumed on Good Friday in 1840. Here chars, mules, and guides can be hired for Chamouny at the following tates: clar, 12 francs; with two horses, 18 francs; and position, 2 francs.

From here to Chamouny occupies about five hours; the roads are steep and rough, and only

accessible for light chars.

Parties who desire to visit Chamouny, and return by Geneva on foot, had better proceed from St. Martin to Chêde, Servoz, and Chamouny, by the right bank of the Arve, returning by the Col de Forclax, and the baths of St. Gervils, to Chêde.

An agreeable drive may be taken from Sallenches to the baths, about two miles off. As we close upon the baths, our road turns abruptly to the right, and cuters the gorge of the Bon Nant—a small stream ascending from the Bon-homme. The baths and the lodging-houses or pavilions, are altuated on a little spot at the extremity of the glen, which cannot be left unless by returning to the entrance, where we find two roads branching off—one leading up a steep ascent to St. Gervais, a picturesque and sweet village in the Val Montjoie, and passing the hamlets of Bionnay and Tresse, as it leads to Contamines and the pass of the Bon-homme. The road leads to Chède across the valley of the Arve by Parsy.

Above St. Martin and Sallenches the valley of the Arve spreads itself out before us; and all along to Servez, magnificent views greet the eye of the

traveller.

Close by Chêde there is a beautiful cascade on the left, which is generally visited by travellers who leave for Chamouny early in the morning. At Chêde our road ascends in a steep curve above the plain of the Arve; and after attaining a considerable height, passes on the left the Lac du Chêde, now filled with mud and stones. Our road next makes a deep curve along the bed of a wild torrent, from which there is a path to

SERVOZ, where refreshments can be had for man and horse, and guides hired for the Buet, one of the panorama-commanding ascents, from which a splendid view of Mont Blanc may be enjoyed. From its summit, to 10,500 feet above the level of the sea, a vast extent of horizon stretches before us, bounded by the mountains of St. Gothard on the east, and by the ranges extending into Dauphiny on the west. We get a partial glimpse of the lakes of Geneva and of Annecy, whilst before us are the range of Jura bounding that portion of the horizon. The Buet can be best ascended from the Servoz side. It is, however, a very dangerous ascent; and no fraveller should attempt its ascent without a good guide. The usual course to follow, is to stop at some chalet up the mountain, and start early next morning for the summit from which descend

by the Val Orsine, and reach Chamouny in the evening.

On leaving Servoz our road crosses the torrent of the Dioza, and follows close to the base of the Breven. Near the Pont Polissier, which the road crosses, are the ruins of the castle of St. Michael. The Les Montets, a steep and stony ascent, next interposes itself in our way, and we find ourselves on the upper storey, as it were, of the valley of the Arve. Here we are in close proximity to the mountain monarch, but cannot see his head, which is concealed by the stupendous Dome de Goute. We now proceed through some beautiful meadows to Les Ouches, the first village met with in the valley. Two miles up above this place we meet the first of the white lines of glaciers which begin to be seen from Les Montets, extending themselves into the valley. It is called Tacongy, but is a a mere cipher to the ones extending themselves all round. As we proceed on, numerous torrents are passed, and the hamlet of Bossons is reached, near which is the glacier of the same name. The brilliancy of its ice, and fantastic forms of its pinnacle, sixty or seventy feet high, renders it a beautiful object, and worthy of a close inspection

The remarkable Cascades des l'elerins can be visited from the path which turns off two miles below Chamouny. The Aive is crossed a little bit above the Glacier of Bossons, and our road follows its right bank. The Glacier du Bois is seen at the

head of the valley, a teague beyond. Chamouny.—See page 346,

# EXCURSIONS FROM CHAMOUNY.

ASERT OF MONT BLANC.— Who that has ever visited Chamouny has not feit the piquancy of the excitement and delight of foreign travel? the more sensible, because of being unalloyed with the dross of official interference.

He looks from his hotel window, and sees the bustle consequent on numerous arrivals and departures. Guides gibbering forth their adventures in one corner, and tourists speculating on their plans for the morrow in another, keep up a continual croaking, quite in accordance with the various speculations hazarded. And, taking his eyes from off that point, he looks forth to see

"Abové him, the Alps!
The pulaces of Nature! whose vast walls
Have pinnacled in clouds their snowy scalps,
And throned Leernity in tey halls
Of cold sublimity; where forms and falls
The avalancho—the thunderbolt of snow!
All that expands the spirit, yet appals,
Gather around these summits, as to show
How Earth may pierce to Heaven, yet leave
Vain man below!

The tour of Mont Blanc can be made with the greatest advantage from Chamonny over the Col de Bon Homme to Cormayeur in the Val d'Aosta, where Mont Blanc is seen in grander proportions and mightier lineaments than from the north side; and from thence by the Col de Ferret, or Great St. Bernard to Martigny, returning by the Tête Nois-

pass to Chamouny. The guide taken at Chamouny is not allowed to proceed further than Martigny, where a local guide must be engaged for the remainder of the journey. Should the journey be ended at Martigny, the guide returning to Chamouny can only demand one day's pay.

MONTANUERT.—A pleasant excursion can be made, to this place. The excursion is generally undertaken for the purpose of making a visit to the Mer de Glace; the stupendous range of glaciers ending in Glacier du Bois, and the source of the Arveron, in the valley of Chamouny. The ascent is accomplished by a nulle path in 2½ hours, and the descent in 2 hours.

We first cross the Meadows and the Arve by a path traversing the valley to the foot of the Montanvert. Here the path leads up a beautiful forest of pines, meeting at intervals very steep ascents. Large masses of rock, and uprooted trees, appearing now and again, mark the direction of the avalanches that have fallen at different periods. Half-way up the ascent we find a very pleasant and agreeable resting place, at a fountain called Calllet, beside which, it is asserted, Florian commenced his tale of Claudine. From here we have a magnificent view of the Breven and the Aiguilles Rouges. About a league further on is a ravine, formed by avalanches. Mounting towards the top, we see looking down upon us, from above the remotest heights of the pine tops the Aiguille de Dru, a gigantic obelisk of granite. On the summit, at the Montanvert, we find an excellent inn, called the Pavillon, and good accommodation.

A short but steep descent leads to the Mer de Glace, or Sea of Ice, so called from its resemblance to the waves of the sea after a storm; the path passes by the Rocher des Anglais, or Rock of the English—several mountains environ the Mer de Glace. The appearance of this vast tey sea is wonderful to contemplate, and across it are some of the most majestic of those plunacled mountains that add so much grandeur, and forms such a striking peculiarity in the scenery of Chamouny. On the north-east is the Aiguille de Dru, which is the north-east is the Aiguille de Chârmozz, and on the left of the former is the Aiguille de Bochard; a forest of pinnaclea, rising up between these, as it were to perforate the akles, appearing to hold up the giant of them all—called the Aiguille Verte.

Parties not proposing to cross the Mer de Glace should descend upon it and walk on it for 80 or 100 yards, as it is only by so doing they can clearly recognise its brilliancy of hue and deep pure colour of blue.

The Jardin.—A visit from the Mer de Glace to the Jardin, forms one of the finest excursions in the entire range of the Alps. Persons wishing to enjoy it thoroughly should make the Pavlion their resiting place for the night, where they will find comfortable sleeping accommodation. The chiet object of this excursion, is to enable the tourist to penetrate into the remote della and embosomed valleys of Mont Blanc, in order that its seems of gavage splitting and wildernesses of rugged horrors

might be more fully entered upon. No one should attempt the passage without a guide, who can carry provisions to the Jardin, the Mont Breven, the Chapeau, and to any other places where refreshment might prove necessary. Bread, cold meat, and wine, are the best to be taken.

We follow the south-west side of the Mer de Glace. and after ascending either of the two passages called Les Ponts, the tourist descends to the edge of the glacier, and continues his course for some time along its moraine. Here is a very pure fountain, issuing through a natural arch in the rock. The path at length reaches the point where the Glaciers de Tacul and de Lechaud unite. the latter, we perceive four parallel and protracted heaps of rubbish on the Mer de Glace. After traversing the latter for two hours, the tourist arrives at the foot of the Talefre. The view of the Glacier de Talefre is here very sublime and awful. To attain the summit, we must ascend the rock called the Couvercle, which shoots up into the inaccessible Aiguille de Talefre. The necessity for here scrambling with both hands and feet, has gained for the passage the name of Egralets, or Petits Dégrès. It is, however, more difficult than dangerous. The plain of the Aiguille de Talefre affords an agreeable resting-place. Amid the laybrinth of granite blocks at the foot of this glacier is a rock, called the Pierra de Bérenger, which affords shelter to those surprised by bad weather. In the midst of the ice and snow is a flat rock, which, at the close of August, is covered with a layer of greensward, diversified with a variety of beautiful Alpine plants. This is the Jardin of this palace of nature, and its beauty can only be exceeded by the splendid sublimity of the surrounding objects. The journey from Montanvert to the Jardin can be performed in twelve hours, including two or three hours to rest.

Beyond the Jardin, is a place called Les Courtes, very difficult and dangerous of access, where minerals, &c., are collected.

In descending, we can avoid the Egralets by taking a direction across the glacier, a long and steep descent, which leads to the Glacier de Lechand, abruptly terminated by the Aiguillo de Lechand and the Grand and Feitt Jorase. It requires nearly five hours to walk from Montanvert to the Jardine, and six hours to return thence to Chamounty.

The Flegers will also prove a delightful excursion, and enable one to onjoy an admirable view of the great monarch, of whom the poet sings-

"Mont Blane is the monarch of mountains! They crowned him long ago: On a throne of rocks, in a robe of clouds, With a diadem of snow."

Ladies will find this an exceedingly agreeable spot to view the monater mountain. The accent can be accomplished by mules all the way up, and it is one of the best in the valley.

In case the traveller has not much time to devote

to the excursions about Chamouny, the two first worthy of visit are the Montanvert and Flegère.

The Breven also forms a favourite excursion, and, though many ladies perform the ascent, yet it is a very fatiguing one. Returning from it to Chamouny, the journey can be varied by taking the west side of the Breven, above the valley of Dioza, close by the lake, and then descending by the Chalets of Calaveiran, towards the village of Chapeau, whence a path leads down to Les Ouches, in the valley of Chanouny.

Source of the Arveron.—If we would avoid a separate excursion, we should immediately descend from the summit of Montanvert to the source of the Arveron, which issues from the Glacler des Bois. The descent is along a hollow, wrought by avalanches, and called La Filia. It is very steep, but not dangerous, and may be undertaken on foot

The Chapeau.—Those unwilling to encounter the ascent of the Montanvert, will find it the east course to proceed to the Chapeau, a slight entinence, commanding a tolerably good view of the Mer de Glace, and of the Aiguilles of Charrooz and le Bletière, humedlately under Mont Blanc. It derives its chief interest from the close proximity in which it lies to the vicinity of the innunerable pyrandes into which the glacier shoots up, at the point where it separates their from the soa of ice. It is also a very convenient station for witnessing the descent of the blocks of ice, and hearing the termendous noise wherewith it is accomplished.

THE ASCENT OF MONT BLANC.—Of late years the feat of ask ending this mighty mountain has become quite as common and fashlonable as it was before rare and exceptional. The adventure—a darling one enough in its way—requires the aid of half a dozen guides.

Mont Blanc, every schoolboy knows, is the highest mountain in Europe. It is situated between the valleys of Chamouny and Entreves. It has three principal summits; the most westerly is called the Dome du Couté, that in the middle the Grand Mont Blanc, and the most easterly the Tacul. It requires two days for the dangerous excursion from Chamouny to Mont Blanc-the first from the former place to that called Les Grands Mulets, where the shelter of a rock can be obtained; the second from this spot to the summit and back; Those who make the attempt from the mountain of La Côre, proceed from the Prieure to the village of Bossons, turn saide on the right near the foot of the glacier, and proceed to the hamlet Du Mont. A little further begins the ascent, which follows the bank of the torrent that issues from the Glacier de Taconay. Mules can proceed to the distance of two miles from the Prieure; but the remainder must be performed on foot.

Though it may be very gratifying to make this ascent, yet it is highly dangerous, and should scarcely be attempted, as it must be considered as bardly justifiable to endanger, not only one's own

life, but the lives of the guides—poor men who risk their existence through necessary, and for, after all, a very triding consideration. And the traveller, safely seated in his hotel at Chamouny, can, if he choose to inquire, hear some curious details; and, it may be, interesting stories in reference to the hair's-breadth escapes, &c., of those whose morbid love of notoriety awakened in their bosoms the determination of making the ascent of Mont Blane.

# ROUTE 13.

Pass of the Julier, from Coire up the Valley of Oberhalbstein, to the Baths of St. Montz, in the Engadine and Samadan.

Distance, 52 English miles.

Conveyance by diligence daily, Sundays excepted, as far as Samaden, in 15 hours.

Departing from Coire, we leave the entrance of the Schalfk, that on our left, and pass the unimportant villages of Malix, Churwalden, and Parpan, whence we pass over a wild and rugged moor to

LENZ .- Inn : Krono.

From this place a path leads to the Albula, and another by carriage read to the Julier. On quitting Leaz we hear nothing spoken but Romansch, German not being understood unless at inns. We cross the Albula before reaching

TIPPENKASTEN, a small and protty village, situated in a deep hollow at the opening of the valley leading up to the base of the Julier and Septimer, distant about 20 miles. It is beautiful and picture-easing, and may be said to concentrate in itself the combined beautics of the enth e pass, being profusely ornamented with castellated ruin, the mouldering battlements of which are finely attractive and deeply interesting. On our entering the Oberhalbstein or valley, we see on the left the path leading to the Albula. Departing from Tiefenkasten, the road directs its course through a gorge called the Stain, respiendent in gorgeous and brilliant scenery, scarcely inferior to that of the Via Mala.

As we approach Turzen, cheerless and bleak scenery, not at all lessened by the squalid sepect of the inhabitants, meets the eye. From here we pass up a fetiguing and steep accent, replete with picturesque scenery, which invests our pathway to

Molins (Mühln), where we find an excellent hotel. The village is a small one, agreeably situated in a small amplitheatre, and embosomed in the most captivating scenary of the Oberhalbstein. From here we proceed over the stream of the Taller, which we recross at the villages of Sanr and Marmela, from whence we arrive at the point where branches the two passes of the Julier and Septimer, at the village of

BIVEO OF STALLA, a poor-looking spot, situated at the foot of the Pitz d'Emet, where the only accom-

404 ROUTE 13.—THE JULIER, SILVA PLANA.
modation to be had is at the residence of the curé, {
a Capachin friar, who will probably be hospitable
to a traveller.

A path leads from the Septimer into the Val Bregagila, taking two hours to reach the summit from fivio, a piace located in a kind of secluded reservoir, hemmed in on all sides by high mountains. Not a trace of vegetation, not a single green spot, on which the eye could rest, is here to be met with. All is barien and inhospitable; so much so, that no tree nor shrub ever grows there, and the inhabitants are obliged to burn sheep dung for fact. At its height, 5,630 feet above the sea, a vegetable can scarcely mpen.

The JULIER Pass is 6.830 feet above the level of the sea, and it requires two hours to ascend to the summit from Stalla. The scenery is very mediocre in its character, but the ascent is safe, and the mount perfectly free from avalanches. On arriving at the top we see Julius' columns, two granite piers or milestones, through which the road passes. Though they are very rude and without an inscription, yet they possess an interest from the supposition that they were set up by Augustus, on the occasion of his causing a Roman highway to be carried over the passes of the Maioja and Julier from Chravenna. In 1323 a carriage-road was constructed across this pass to St. Moritz, but with very few beneficial 1esults. We make our way by a very easy ascent into the Engadine, to

SILVA PLANA .-- Inn: Croix Blanche.

A small village, interestingly situated between two small lakes, at the point where we meet the two roads from the passes of the Julier and Maloja. On the left bank of the Isere, into which the small lakes fall.

St. Mosrrz. - Inns: Obere Gasthof, Mittlere, and Untere Gasthof.

A small but thriving village, situated on the west and south slopes of a charming hill, and containing a population of about 180. This place is now acquiring a very high repute as a watering-place, in consequence of a very powerful chalybeate spring, which rises at a spot 20 minutes' walk from the village at the foot of Mount Rosege, on the right bank of the river lsere, in a swampy prairie, The spring is covered by a kurhaus, and the water used in the baths is heated. This spring was first spoken of by Paracelsus, in 1539. The village overhangs the river, and embraces a fine prospect of the several verdant lakes formed by it in its onward course. It is surrounded by a pasture country, the chmate being too severe to pennit of even the growth of barley. The forests of larch seen about present an agreeable and diversified aspect in the landscape; and to the lovers of angling the little lake close by the village will afford capital sport in trout fishing, from the ist of May to the end of October, when it freezes, and is covered with ice until the ensuing summer.

Excursions can be made from here to the Lugni See, the source of the Isere, up the valley to the great Bernins glacier, and down the valley to the pass of Finstermins.

SAMADIN.

ROUTE 14.—FILISUR, WEISSENSTEIN.

#### ROUTE 14.

Coire to Ponte in the Engadine, by Weissenstein and the Albula Pass.

Distance, 48 Eng. miles; accomplished in 15 hours.

As far as Lenz, the route leads through a bridle path, and is all the same as the preceding one, up to that point where it takes an easterly direction round the shoulder of the mountain, and passes the village of Bilenz to ascend the Albula, after leaving liefenkasten on the right. As we proceed, we see on the left, towering above us, perched on an almost inaccessible rock, the Castle of Belfort. Three miles from this point we find the baths of the Alvenne situated on the right bank of the Albula, the stream of which we follow, ascending in a south-eastern direction to

FILISUR-A beautiful village, approaching nearer the character of a town in its size, situated on the right bank of the Albula, remarkable for its white and clean appearance, as also for its striking resem-blance to the Engadine. The inhabitants of Filisor are particularly skilful as pastry cooks, in which capacity they very often find employment in various parts of Europe. Close by are the ruins of Schloss Greifensten; and two miles above it are the silver mines of Bonacelsa, now no longer worked; and four miles thence we enter the narrow ravine of the Berguner-stein, remarkable for its striking likeness in scenery and outline to the Via Mala. Its outlet is exceedingly grand, more than 1000 feet, the path being hewn through a rock beneath. while, at the distance of 600 feet, the Albula roars and thunders its founding waters.

BEBAUN (Rom., Bergogn.)—A small village delightfully imbedded in the mountains, and imbbited by muletters and carpers, speaking the Remansch, and professing the Protestant faith. From here a steen road leads to the chaft, an into

Weissenstein, which is 4900 feet above the level of the sea, adjoining a small lake, which supplies excellent red trout. The lake is overshadowed by frightful precipiees, and presents a cheerless aspect. Our path upwards from here borders the north side of the lake. Close by are easily discernible the traces of a Roman road. A savage and rugged ravine, named Trummer-thal, filled with pleees of rocks swept from the heights above by the avalanches, leads to

The top of the PASS OF THE ALBULA, 6890 feet above the level of the sea, and marked by a cross. Sau and mournful is the scene of desolation all round. Close by is a small lake and on the north of the path rises the two peacs of the Albula-Crap-Alv, or White Rock, 7960 feet, and P12 Err, 8770 feet high. At times the descent into the Ober Engadine is dangerous to travellers, from the fall of avalanches.

PONT, or PUNT .- Inn: Couronne.

This small village is situated at the foot of the Pass. See next route.

# ROUTE 15.

The Engadine and St. Moritz to Nanders and the Pass of Finstermunz.

Distance, 52 English miles; accomplished in 18 hours.

The Engadine, or valley of the higher Isere, is traversed by a char road, very bad in the lower part, but pretty good on the higher portion of the valley, which is one of the highest inhabited among the Alps, its elevation being 5600 feet above the sea at Sils, and 3234 feet at Martinsbruck, the former of which is the highest, and the latter the lowest village. Its atmosphere is ungenial and severe, it having nine mouths of winter and three of cold weather; and yet, in no other valley among the Alps, do we find such large and populous villages. Massive graciers separate it from Italy on the south; and it has at least twenty tributary valleys. The inhabitants of the Engadine are comfortable and wealthy; there poverty is rate, and menticancy unknown; the houses are neat, elegantly fitted up, and tastefully decorated, and painted with a brilhant whitewash. All this will strike our mind as wonderful in the extreme, when, looking at the barrenness of the soil, and inclemency of the climate, the only grain grown being but stunted crops of tye, barley, and potatoes, of which even the natives do not take any care. Their meadows are let to the Bermagesque shepherds; and their harvests are saved in by the Tyrolese haymakers, who repair thither annually in the season, and yet they are all millionaires in floring. This weelth is accumulated in all the great cities of Europe, whither they emigrate at an early age, and in nearly all of which they are to be found exercising their art as pastrycooks, confectioners, chocolate venders, &c., in which callings they realise considerable wealth. They return to end their days in their native valley. They are all Protestants, and are is remarkable for their morality and other virtues.

Though the inns are generally but in the Engadine, yet the wine is good, and pastry excellent; and many of the inhabitants will be found intelligent and agreeable. The universal language spoken is the Ladin—adtalect of the Romansch; but several of the returned patissiers speak French, Italian, and English.

Below St. Moritz, the river leaving the lake forms a preity fall. Our road now passes through the villages of Celerina and Samaden. The latter has a population of 500, and is one of the richest in the Upper Engadine. Here the inn kept by Dr. Wettarten is good. Opposite the village we see opening up before us the road to Bernina, (see eart Ronte) ranning up the valley of Pontesina. An Elivägen leaves here daily for Coire. The path from the Albuia (see preceding Rouse seems late the valley beyond Hevers

Powr or Pure (see last Route), hes at the base of the Albula, with the ruins of the castle of Gardoval banging over the latter village. This castle has connected with its destruction a rather amgular story, to the effect, that in the days of serfdom it was owned by a licentions and brutalized seigneur, who supported an army of lawless freebooters; and has the earth big are on the feir demohrer of Alam

a farmer of the village of Camogaak, and sent his servants to demand that she should be sent to him. The father stitled his anger, promised obedience to his lord's command; and next morning, accompanied by his daughter dressed in bridal attre, and attended by a number of friends, presented himself at the castle, where he was met by its libertine master, who was about to clasp his victim to his bosom, when her father's dauger was plunged into his heart, at the same instant that his companions made themselves masters of the stronghold and slew the soldiery. The castle was reduced to ruins; and from that day the serfs of the Engadine were emancipated.

Zerz or Suoz, a small village of 600 inhabitants. Here we see the old tower, which is the only remnant of the Stammhaus, a castle once owned by the Planta family, who held the flef of the Engadine as early as 1139. We here find the climate assuming a milder aspect, which perhaps is occasioned by the shelter afforded to the place against the blasts of the Maloja.

Scaufs.—A pretty village, thickly populated, more so than any other in the valley. From here we find a path over the Scaletta Pass, 7,820 feet above the sea, to Davos. At Scanfs also terminates the good road of the Upper Engadine, which is divided from the Lower Engadine at the Ponte Alto, beneath the Casannaberg. The road here is rough and steep, and the country around poor and non-nicturesque.

CERNETZ OF ZERNETS .- Inns : Poste, Lion d'Or. A pretty large village, remarkable for its beautiful church and two feudal towers. From here 6 hours' hard walking brings us to the Miinster Thal, by the Buffalora Pars, the toad to which is a char one, and should not be traversed without a guide, and runs up the opposite valley of Forno. It descends at a little less than midway into a wild and desolate valley, where we find an unn, the only house between the two places. On reaching the top of the Pass, which we do after about 21 hours' walking from the inn, we can enjoy the delightful view of the Münster Thal, where we arrive after about one and a half hours' walking from the top, arriving in two hours more at Santa Maria. We can reach Bormio, at the base of the Grand Pass of the Stelvio, by the Val Ferno.

Refore reaching the villages Lavin, Zutz, and Ardetz, the road becomes very zig-zag, winding up and down in all directions, and making a very wide sweep from the river iscre, between Ardet: and Fettan.

TARASP—The only Roman Catholic village in the Engadhe, lies opposite Fettan. The inhabitants never enigrate like their neighbours of the other villages. An excellent mineral spring near the castle, by the margin of the river, makes Tarasp very attractive just now, and causes numerous hotels, &c., ?o spring up about it. The locality is a delightful one, and the people civil and obliging, and this should be made the resting-place for travellers going up or down the Engadine, who will find excellent accommodation at the irm, Albergo Congetti.

was owned by a licentions and brutalized seigneur.

Schuols or Schulz.—A handsome village, having who supported an army of lawless freebooters; and be the cast his eye on the fair daughter of Adam, extensive tracts of corn land. In 1679, the first

Romansch translation of the Bible was printed at Schuola. Close by Remus, where we find a long wooden bridge spanning the Wrannka Tobel gorge, is very picturesque scenery; and above the bridge we see the ruins of the castle of Chiamuff, destroyed in 1475 by the Austrians.

Approaching Martinsbruck, the picturesque loveiness of the valley of the lisers is delightful in the extreme. The lisers is crossed here, and the road takes its way in a circuitous turn up a wooded cominence, which forms the boundary between Switzerland and the Tyrol. Shortly before reaching Nanders, a mile or so off from the defile of finstermina, we enter the Austrian dominions.

NAUDERS,

# ROUTE 16.

Pass of the Bernina, from Samaden in the Engadine to Tirano in the Valteline, by Pontresina and Puschiavo.

Distance, 321 English miles: accomplished in about ten hours; through a bridle path, accessible for churs at both extremities, and by no means difficult or attended with danger.

From St. Mortz to Madonna di Tirano the walk is eleven hours, and the Pass is fruitful in very many magnificent views.

Persons intending to pass from Tirano to Chiawenna, should be particularly careful to have an Austrian visa to their passports, otherwise they will have to turn back an entire day's journey.

At Pontresina, between St. Moritz and Madonna di Tirano, fair accommodation is to be had.

The Bernina separates the valleys of the Engadine and the Bregaglia on the north, and Valteline on the south. Their height varies, the lowest being 8000 feet, and the highest 12,000 feet high at their summits. It is crossed by many very difficult paths, the chief one of which is called the Bernina Pass.

Departing from Samaden, the road proceeds southwards, and by the right bank of the mountain stream, Flatz; ascends the valley Pontresina, from whence there is a footpath to St. Moritz, from which place Pontresina can be reached in the same time as by the char road.

PONTERSINA .- Inn : Aigle.

At this village travellers can hire horses and guides for the ascent of the Pass. Adjoining the road, about one hour's walk above Pontresina, we see the colossal Giacler of Mortiratsh, filling the anonth of a side valley, and crowned by a number of snowy peaks.

BERNINA.—A miscrable spot below the summit, and serving as a halting place for mules, &c.

Between the small lakes called the Black Leg and
the White Leg, rises the culminating point, at a
height of 7180 feet above the level of the sex

A path to the east braffenes off here to the Lago corn fields close to t Bianco, and crosses the neighbouring ridge of the Vorgebirge hills.

Romansch translation of the Bible was printed at | Camin Passes, La Rosa and Piscadella, watering Schuols. Close by Remus, where we find a long | the valley of Puschiavo.

Puschiavo .- Inn : Faucon-bad.

The chief town in the valicy, built in the Italian fashion, and containing a population of 1050 souls. It has standing above it the ruined castle of Oligetiand carries on a prosperous traffic in goods.

A short distance from here there is an excellent little lake, skirted by the road, and in it very good sport can be eujoyed by the lovers of angling, as it affords beautiful trout.

Bausio is the last Swiss village we meet.

MADONNA DI TIRANO. - From here a walk of eleven hours brings us by Cavaglia to St. Moritz.

#### ROUTE 17.

# Route up the Rhine.

For the skeleton routes to the Rhine, its navigation, and other synoptical details, see page 297.

THE RHINE.-This river, over the entire aspect and character of which the supreme architect seems to have shed brilliant streaks of glorious scenery and picturesque grandeur, is no less remarkable for the combination of natural loveliness that characterizes its scenery, than for the historical traditions interwoven with every phare of its history, representing Roman conquests and defeats; feudal events full of chivalry and daring; and of the wars and negotiations of motorn days. Its banks pos-sess an interest, as having reposing beside them the bones and ashes of emperors and heroes. It takes its rise from three small springs flowing from three different mountains. Multitudes of torrents increase it until it fulls into the Lake of Constance, which it crosses with great impetuosity for about 18 miles, passing away from it between the villages of Styger and Eschenez. The picturesque grandeur of the Rhine first shadows forth its beautiful brilliancy at the magnificent cluster of mountains called the Siebengebirge, about 20 miles above Cologne. From this place, along the banks of the river as far as Mayence, are scenes of surpassing loveliness and romantic beauty; nor can the tourist, hurriedly passing up the stream in a steam-boat, have any idea of the natural beauty and grandeur of the scenery through which he passes. A mere trip up the Rhine, as English travellers generally. confine themselves to, is nothing. Below Bonn or Godesberg, the river scenery is scarcely worth a glance. In a word, it is impossible for the tourist to explore or appreciate the beauties of the kluine, unless he halt at intervals at Boam, Coblents. St. Goar, Bingen, or Rudesheim.

Coleens to Bonn, Rolandssce, and Natumio. See page 85—journey is made by reall in two hours, and by steam-boat in about four bours. The line passes through a beautiful country corn fields close to the Rhins and adjacent to as Vorgebirge bills.

#### KALSCHEUREN STATION.

BEUIL STATION—A small town with about 2100 inhabitants, opposite the Chateau, erected in 1728 by the Episcopal Elector, Clement Augusta. In it are several portraits of the German Princes. It was here the King of Prussia entertained our gracious severeign Queen Victoria in 1845, when she visited it during the Beethoven festival at Bonn.

WALDORF.-The remains of a Roman aqueduct, stretching along the course of the Erft, is here.

ROSSOOR STATION.—A brilliant view of the outline of the seven mountains beyond the Rhine may be had here.

Bonn—See page 302. Here the beauties of the Rhine begin to unfold themselves. They are written on every single character that meet the eye, and painted alike on the rugged rock, the stupendous cliff, the placid face of the waters, as on the venerable castles reflected on their smooth surface.

PITTERSDORF.—Here the steamer stops to take up passengers to or from Godesberg.

Godesberg .-- Is a small village near the Rhine, containing about 1000 inhabitants. The Druitscher Brunnen mineral spring and the baths are close by it. The eastle keep, on the top of the bill, is an interesting object; it is approached by a serpentine path, and is a building of the 13th century, erected by the Archbishops of Cologne, on the site of a Roman fort. It was taken and blown up by the Bavarians in 1583. A magnificent view of the Rhine can be enjoyed from the Donjon keep, which is 100 feet high. From Godesberg excursions can be made to the volcanic hill of Rodesberg, the seven mountains. The shortest way to reach them is by crossing to Konigswinter over the Rhine by ferry-boat. A very interesting and delightful excursion, of about one day's length, may be made from the foot of the Drachenfels, by ascending the left bank of the Rhine to Rolandsbeck, and again going down the river to Konigawinter. A tour up the Arve valley can also be profitably made; and with the excursion to the seven mountains, a visit can be made to the celebrated Cistercian Abbey of Heisterbach.

Kongswinter.—Is met on the left in ascending, a village of about 1600 inhabitants, situated at the foot of the Druchenfels, the ascent of which drom here can be made in about half an hour.

THE SEVEN MOUNTAINS are seen above, and are a beautiful opening to the magnificent scenery of the Rhine. They rise in towering majesty above its banks, and are seven in number, as follows:—Stromberg, 1,053 feet; Niederstressberg, 1,066 feet; Uelberg, 1,456 feet; Wolkenberg, 1,667 feet; Drachenfels, 1,661 feet; and Lowenberg and Hemmerich. On their respective summits are the results of an anique church, or castle. Drachenfels, or the Dragon-Rock, is the most remarkable, and derives double interest from baying beau the subject of Symm's miss.

"The castled erng of Drachenfels
Frowns o'er the wide and winding Rhine,
Whose breast of waters broudly swells
Between the banks which bear the vine;
And hills all rich with blosson'd trees,
And seatter'd cities crowning these,
Whose far white walls along them shine,
Have strew'd a scene, which I should see
With double loy wert thou with me."

The summit of this mountain can be arrived at ta little less time than an hour from Konigswinter. From its top a magnificent view may be enjoyed of the country and objects all round. In our ascent up we pass the quarry from which was taken the stone used in the erection of the Cologne Cathedral. Close to the top is a very good inn where the traveller will find comfortable accommodation. and enjoy a magnificent view of the sun-rise. should be stop over night and sleep there. From here the view extends down the river for about 20 miles, closed in by high and picturesque rocks, which impart a wild aspect to the scene, greatly relieved however by the villages and farm-houses filling up the foreground. The chief objects of attraction are the summits of the Seven Mountains, the Dungeon of Godesberg, the Volcanic Chain of the Elfel, and the Island of Nonenworth. On the summit of the Lowenberg are the ruins of the castle in which Melancthon and Bucer dweit for a short period with the Archbishop Herman Von Wold. Close to Meldem we find an extinct volcano, one of the most interesting on the Rhane, called the Rodesberg. Its crater is a quarter of a mile round, and 100 feet deep. A good prospect of the Rhine may be had from the arch and turrets of the Castle of Rolandseck, approached through the Eliasschluct Gorge. The road from Rolandseck to Bemagen is carried through a rock. It was began by the Bavarians, continued by the French, and perfected by the Prussians. To the right, beyond Remagen, are to be seen the Erpeler Lei basultic precipiers, 700 feet high. Here the traveller will have cause to be delighted at the successful effort, made by industry and skill, to turn a barren rock into a fruitful vineyard. The vines flourish in luxuriant grandenr, and are planted in baskets, placed in the crevices of the basalt, where they are preserved from being washed away by the rains.

Linz.—Is on the left bank of the river, in ascending, and contains about two thousand three hundred inhabitants. The tower standing near the Rhine Gate was built by one of the Archbishops of Cologne, as a defence against the burghers of Andernach. A splendid view! s enloye! from the Pfanikiche, in which there are some very intigesting monuments, and a couple of pictures, dated 1463. The battle of Leipzig is commemorated by a cross, 40 or 50 feet high, erected on the top of the Hummelsberg, a mount to the rear of Linz, promits which the Ahr slows into the Rhine. From its mouth we can see up the Ahr valley, discerning the black conical summit of the Landskrans.

Smale.—See pag 302.—The village of Niedersbreisig is to the right with Oberbreisig and its old

church close by. To the right is also seen the Castle assistants are required. These are directed by of Rheineck, built for Professor Bethman Hollweg, pilots and the proprietor, who lives on board the of Bonn. It contains some paintings by Steinie, and from its garden a very fine view may be obtained.

BRORL .- A small town on the right, near the mouth of the stream and valley of the Brold. The . Paper Mill here is worth a visit; it has a collection of ; Intch pictures. This mill, and many others, are driven by the stream, and are employed in grinding tuff stone into cement. About five miles up the valley of the Ahr is the mineral spring, called Tonistein. From Brohl an agreeable excursion can be made to the Lake of Lauch. To the left are seen the broken walls of Hammerstein Castle, erected in the 12th century, and remarkable as having been the refuge of Henry IV, of England in 1105, who fled there to avoid the persecution of his son. It was destroyed in 1660; within it is a little old church, deeply interesting.

NAMEDY to the right, with a pretty church.

ANDERNACH .- (See page 303.)

NEUWIED is met on the left. (See page 309.)

WEISSENTHURM .- (See page 303.) -- A little further on the road leaves the Rhine, and is not seen until we near Coblenz. To the left is Engers, a small village, with a remarkably-built Château; and above it are the ruins of a Roman bridge, built, it is said, thirty eight years s.c. The ruins are seen in the bed of the river.

MULHOFLE. -- A small village to the left, at the mouth of the river Sayn. A road leading from Engers, three miles distant, and from Coblenz, eight miles distant, to the village and château of Sayn, wends up the valley. At the rear of the village of Bindorf, close by, are the Cannon Foundry and Ironworks, as large as any of the great fromworks in Lugland. The Premonstrant Abbey at Sayn, founded in 1202, will interest deeply. At the extreme point of the valley is the castle of the Counts of isenburg. The valley is certainly a delightful one, containing summerhouses, &c. It forms a favourite object of summer visits to the people of Coblenz. The venerable and noble A bay of Rommersdorf is seen on the slope of a hill north of the valley, about two miles north of Sayn, and the same distance north-east of To the left is next seen the walls of the Engera. Castle of Ehrenbreitstein.

NEUENDORF. -- Here the rafts are formed. As the traveller will see these rafts, it may be interesting to observe, they are the produce of the forests covering the hills and mountains watered by the Rhine and its tributaries,-the Necker, the Murz, Main, and Moselle. After being thrown down from their lofty heights they are felled, and cast into some stream sufficient to float them. Thus is tree after tree bound together, and conveyed from stream to stream, until floating islands are formed, which are bound into one great fabric and navigated to Dortrecht, where it is sold. As the mass floats along, it presents the appearance of a little and venerable buildings, form the most prominent village. On the bright of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product of the product o

raft, in a house built expressly for him, superior in size, &c. to the others. The workpeople are accompanied by their wives and children, and knitting, sewing, &c. are carried on during the day. A very large quantity of provisions is consumed during the voyage; so much as 46,000 lbs of bread, 31,000 lbs. of meat, 600 tuns of beer, and 8 or 10 butts of wine. The timber is sold at the end of the voyage, and often produces as much as £25,000, and oftentimes £30,000. The duration of the voyage is generally from eight days to six weeks.

To the right, near Kesselheim, are the remains of the Chateau of Schönbornlust, the residence of the Bourbon princes during their exile from I rance at the French revolution. Near the confluence of the Moselle and Rhine, to the right, is the monument to General Marceau, who fell on the field of Altenkirchen, in endeavouring to check the retreat of Jordan. Passing under the works of the Fort Emperor Francis, the road crosses the Moselle by a stone bridge, and enters Coblenz. Described at page 303.

At Coblenz the direct road to the Brunnen of Nassau leaves the Rhine. A great part of it is uninteresting, whilst some of the finest scenery of the Rhine lies between Coblenz and Bingen; and hence, to those wishing to explore its beauties, the post-road by the right bank as far as Bingen. where it crosses the river Rheingan and turns off to Wiesbaden, is preferable. In this case an excursion to Ems ought to be made, and to the Castle of Nassau, eight miles further. The cost of a carriage to Ems is 44 dollars.

The tour of the Mosente to Treves can be made from Coblenz, returning on the river by steamer; or, it not all the way to Treves, a two days excursion might be made to Munster-Maifeld, the Castle of Elz, and the village of Alf-situated on the Moselle, at a point where the most beautiful scenery exists-and to the Baths of Bertrich.

A good day's excursion can be made by carriage, from Coblenz, by the Treves post-road, through Metternich to Lorinig, to Munster-Maifeld, to the hill above Elz, where we leave the carriage, going to Gondorf, crossing the Moselle by a ferry to Niederfell, where refreshment is taken. Elz can be seen, a walk made to Moselkern or to Hatzenport, where a boat takes us down the river to Gondorfor-Cobern, where we recross the river, meet our carriage, and return to Coblenz by the right bank of a new and bad carriage road.

COBLENZ TO MAYENCE-(Distance, 57 English miles.)-There are 5 or 6 steamers daily performing the up voyage in about six hours, and the down voyage in four. Above Coblenz the long ridges of the mountains begin to hem in the Rhine, which extends as far as Bingen, flowing through a contracted gorge. An unrivalled scenery here presents itself to the eye. The broken fragments of feudal castles, the mouldering ruins of their dismantled battlements, with the walled towns

vision. Leaving Coblenz we pass Forts Alexander and Constantine, situated on the right bank; and see the fortified fort which surmounts the heights of Pfaffendorf, situated above a village of the same name. Proceeding on, we pass Horchhelm, which is the last Prussian village, and see opposite to it the Island of Oberweith, on which is built the country house of Count Pfaffenhofen. Three miles or above Coblenz we see one of the most interesting castles on the Rhine, beautiful in its picturesque, outline and commanding position, it may justly be-tyled the Prond Rock. It is called the castle of Stolzenfels, and was built by one of the archbishops of Treves. The wife of the Emperor Frederick II., and sister of Henry III., King of England, was received and lodged in this eastle in 1235. A very good carriage road leads up to it, and about it there are very pretty plantations and shrubberies; it will well repay a visit. Its principal objects of attracion are the Rittersaal, an apartment painted with frescoes by Stilke. The subjects are numerous, representing very many scenes from history. In another room there is some armoury; and in it are to be seen the swords of Tilly, Blucher, Napoleon, Murat, &c. Queen Victoria, accompanied by the King of Prussia, visited it in 1845. From here to Mayence, both banks of the Lahn, and the left bank of the Khine belong to Nassau. The church of St. John, a venerable ruin, is below the mouth of the Lahn. Its choir and columns are worth inspection. At a short distance from it, on the right ! hand bank of the Lahn, is the village of Nieder-Lahnstein, whence we cross to Stolzenfels by ferry. Railway from Lahnstein to Ems. For description of Ems see page 313.

The Castle of Lannece, OBERLAHNSTEIN, and RHENSE -- (See page 304.)

BRAUBACH-A little town to the left, standing at the base of a lofty rock, on which stands the strong and feudal fortress-the Castle of Marksburg in it is shown the cell where Henry II. was confined. It is worth a visit; and a magnificent view can be enjoyed from off the summit, of the Donjon keep. The castle is distant about seven miles from I'ms, and is approached by a very passable road. Outside the town is a beautiful mineral spring of delicious water. Persons desirous of visiting Marksburg from the left bank of the Rhine, must cross the river at Nierderspay, where there is a ferry.

MARKSEURG .- (See page 305.

We next meet the three small villages, Mittlespay, l'eterspay, and Oberspay, adjoining each other. the Rhine bends terribly at this point, and does not again resume its original position until we pass Boppart To the left, about two-and-a-half miles beyond Branbach is the Dinkholder Brunnen, a (amous mineral spring, whilst the white walls of the castle of Liebeneck rise to the left above Ostborapay.

BOFFART.-(See page 305.)-To the rear of this place is a medical boarding-house for the water cure. There is another similar establishment near the river called the Mublbed.

Approaching Salzig on the right, the mountains

and every object that bursts upon the astonished; recede a little from the banks, and give place to vision. Leaving Coblenz we pass Forts Alexander; corn-fields and meadows. We next see the mouldering battlements and rained towers of the castles of Sternberg and Liebenstein opposite, to the left of Salzig, seated on a lofty rock, clothed with vines. The traditions connected with their history make them interesting. They are called the brothers, from the fact of two brothers having resided in them. The brothers fell in love with the one lady, and became foes, and fell by each other's sword.

> EHRENTHAL.—(See page 305.)—Above this is the small village of Welmich, situated at the base of a mountain. At its top are the ruins of the Castle of Thurmberg, built by Kuno V., Falkenstein, Archbishop of Freves, in 1363. It was called the Mense, to di-tinguish it from the easte called the Cat, which is above St. Goarshausen. The view obtained here is beautiful, and deserves some little lingering o'er its scenery.

ST. GOAR. - (See page 205.) To the left, some delightful excursions and views may be had from the Nassau bank of the Rhine, and boats are always at hand to bring visiters over the river to

ST. GOARRAUSER .- (See page 805.)

OBERWESEL .-- (See page 305.)

To the right, the next object of interest we meet is Schomberg, a ruined castle built on a rock, and once the dwelling of an illustrious family of the same name, from which spring Marshal Schomberg, the general of William the Third at the battle of the Boyne, in Ireland. Gutenfels is seen to the left, a ruined castle, situated above the fown of Caub. Tradition derives its name from that of a beautiful girl called Gaudar, a favourite of Richard, Emperor of Germany, and brother of Henry III. of England. The castle was in pretty good condition until 1307, when the roof and wood-work were sold by anction, and the fine old structure became a ruin.

CAUB .- (See page 305.) - A toll is paid here to the Duke of Nassau by all vessels navigating the Rhine. The Duke is the only chieffain who exacts this feudal impost, though a couple of centuries since vessels had to pay 32 tolls on their voyage of the Rhine. Opposite Caub, in the centre of the river, we see the fine old Castle of Pfalz, built in the 13th century by the Emperor Lewis. There Louis le Débonnaire retired to die. The castle can only be approached by a ladder.

Bacharach.—(See page 305.)—On the left is Lorchhausen, and a little further up the river are the rains of the Castle of Nollingen; whilst on the left, above the village of Rheindebach, are the broken walls and round tower of Furmenburg. reduced to ruins in 1689.

LORCH. - (See page 306.) - Approaching Bingen and Assmanshausen, we see what may be truly styled the castellated lihine. These castellated rnins, the moss-covered stones, and prostrated halls, all speak forcibly of the past; and, whilst calling up in every one of their broken particles the memory of other days, cannot but remind the student, the historian, and the traveller of the happy

change which has been effected from feudal i barbarism to civil and constitutional principles. As we proceed along, we are attracted by the whilst further up, on the same bank, is the Castle of Rheinstein, built on a projecting rock that rises from the bank of the river. Not far from here, between the road and the river, rises beautiful and grand the Gothle church, dedicated to St. Clement. All, or nearly all, these strongholds of fendal robbery were destroyed at the close of the 13th century, by a decree of the Diet of the Empire. The Castle of Rheinstein is seen to the left; the ruins have been partially restored, so as to serve as a summer retreat for Prince Frederick of Prussia. The interior is well worth a minute inspection, and travellers will find no difficulty in getting access to it, there being a servant constantly there. who will shew visiters round it.

ASSMANSHAUSEN .- (See page 306.)

BINGEN .- (See page 306.) - The heights above Rudesheim and Assmanshausen, called the Niederwald, form a favourite excursion, which can be made in three or four hours. A boat may be taken from Bingen, and descend the Rhine to the Castle of Rheinstein in about half an hour. By crossing the Nahe in the ferry, a mile will be saved. The Rhine can again be crossed to Assmanhausen, after inspecting the eastle. And then we descend for about one mile through the gully; behind the village we find a path leading from the right to the Jagd Schloss, where refreshments can be had. This excursion can be made in about an hour, and a few minutes more suffices to bring us to the Bezauberte libble, or Magic Cave. Here three magnificent landscapes of the Rhine may be enjoyed, one different from the other, and presenting the appearonce of a beautiful diorams. The Rossel, an artificial rain, on the very outpost of the precipice, is not far from the cave; overlooking the bolsterous eddies of the Bingenloch. Here the ruin of Ehrenfels is seen clinging to the outer surface of the rock. This is one of the most magnificent views of the Rhine. Here the waters present rather a curious appearance, exhibiting three different colours. In the centre, the Khine is a cicar g. cu; the Nahe, close to the left bank, a heavy brown: and the Maine, at the right bank, a dirty red. Though the Maine joins the Rhine more than 20 miles beyond Bingen, yet the waters, it is asserted, do not mingle until their arrival at the deep pool of the Luriei. The path now again sinks into the wood, and merges, after a mile, at the Temple, a round building seen to the right. It rests on pillars, constructed on the olde of the hill. A splendid prospect extending up the Rhine and across the hills of the Bergstrasse and Odenwald, can be enjoyed here. The eye and mind will linger unconsciously on its beauties. until, after drinking in all the inspiration excited by the glorious development of the wild, the romantic, and the picturesque scenery with which it abounds, it must be confessed that it is the "loveliest landdeape on earth." We descend from the Temple in about haif an howerto, Rudesheim, by a path in the inide of vineyards.

RUDESHEIM.-Tourists can make the exentsion to the Niederwald from here. Paths also lead from here to the Temple on the right, and on the left to Jagd Castle of Reichaustein, or Falkenburg, which Schloss, and to Rossel. A picturesque old tower is stands on our left, on a lofty jut of the rock; seen at the upper end of the town. The stupendous quadrangular castle of Brömserberg stands at the other extremity. . It is a building of the 12th century, and consists of three vaulted stories, resting on walls of from ten to sixteen feet thick. Its present proprictor, Count Ingelheim, has it preserved from decay so far as possible A lofty square tower stands close to it. The castle of Brömserhof is in the centre of the town, and is interesting because of the tradition interwoven with its history. The family residence of the noble family of Brömser of Rudesheim. one of its illustrious knights, on being made prisoner by the Saracens, vowed that, if he ever returned to his native castle, he would consecrate his only daughter to the church, by devoting her to the cloister. Gisela was a beautiful girl, and loved and was beloved by a noble knight. On her father's return, he ordered her to prepare for the cell, and on her refusal threatened her with his curse. to avoid her fate, threw herself from off the battlements into the Rhine during a violent storm. Her body was found next day by some fishermen. Up to the present the villagers and fishermen fancy they see the ghost-like form of Gisela hovering over the scene of her destruction, mingling her lamentations with the sighing of the winds. The greatness and feudal grandeur of other days has now departed from the Bromserhof, its antiquities, &c., having been transferred to Johannisberg, and its area metamorphosed into common dwelling-houses. Between Kempten and Rudesheim there is a ferry that conveys parties over the Rhine. Mainz and Wiesbaden can be reached by carriages always ready for hire. The railway is now finished from Rudesheim to Wiesbaden.

> The shortest road from Bingen to Mayence is by Ingelheim. Visitors to the Brunnen of Nassau cross the ferry to Rudesheim, and proceed by the beau-tiful road by the right bank of the Rhine. Halts should be made at Rudesheim to see the Niederwald; at Johannisberg to see the chateau and vineyard; at Hattenheim to dine, and see the old Convent of Eberbach, about two miles distant from the But before setting out, an understanding should be come to with the driver, to make these stops. Visitors to Schlangenbad face to the left, turning away from the Rhine at Eltville. Parties for Wiesbaden go on to Bieberich before leaving the khine, continuing by its side to Castel and May-The distance to Castel from Rudesheim is about fourteen or fifteen miles. A scene of surpas-sing loveliness is here formed, by the mountains substiling into gentle slopes, and the ridges of the Taunus recoding to the river. The next district possesses many traits of soft picturesque beauty, delicate and sweet, mingled with richness and brilliancy.

> GRISSERBERG.—(See page 306.)—The vineyards of Johannisberg, producing the most tensors of the Rhenish wine, was the property of the lots Prince Metternich. The house was built in 1715, and was

considerably enlarged by its late owner. The view ! enjoyed from its terrace and balcony is very fine. At this place the Rhine finds its greatest breadth, of 2000 feet, stretching itself out to double the width which it does near Rudesheim. Its breadth at Cologne is 1,300 fect, and at Wesel 1.500. From here up to Mayence small islands are scattered in the centre of the channel. To the right we see Winkel, called Vini Cella, from the fact of Charlemagne's wine-cellar being here. A very remarkable church, a building of the 12th century, is seen at Mittellieim, near Winkel. Proceeding on, we see to the right Reichartshausen. Count Schonborn's Chateau, a little below the village of Hattenheim, which contains about 1,200 inhabitants. In this castle there is a very fine collection of paintings. Not far from this, higher up the river, is the hill of Strahlanberg, where grows the vine which produces the famous Markobrunner wine.

ERBACH .- A small village. An excursion can be made from here, or from Hattenheim, to the Cistercian Convent of Eberbach, formerly the most important monastic establishment on the Rhine, It stands in a beautiful position at the foot of the hills, surrounded by woods that shroud It like a garment. It is a building of the 12th century, and was founded by St. Bernard de Clairvanx, but now belongs to the Duke of Nassau, and is used as a prison. Its churches, which can be easily explored, are deeply interesting. Scattered among them are some very curious monuments; those of Katzenellenbagen and Von Stein (de Lapide) are worth notice, as are also the long Dormitory and Chapter House. Up the slope of the hill, close to the Convent, is the famous Steinberg vineyard, consisting of about 100 acres. A magnificent view of the surrounding scenery can be had from the Moss-house, on the Boss, a height close by here. The new building, about half a mile from the convent, is the lunatic asylum. On the opposite side of the Rhine can be seen Ingellicim. once the favourite residence of Charlemague, but now a miserable village.

ELTVILLE .- A small town, with about 2,300 inhabitants, remarkable for its situation and picturesque Gethic towers. In the suburbs are some pretty villas. The village of Kiedrich, with its very beautiful Gothic church, lies beyond the village, in a sweet valley. It is here the Grafenberg wine is produced. A wide path, seven miles in length, leads through the woods to Schlangenbad. Nieder Walluff is to the right. Rauenthal, famous for its wine, is four miles distant.

SCHIERSTEIN, a small village, containing 1.400 inhabitants, is seen to the right, and is remarkable as being the spot where the liheingau ends; as also for the picture gallery of M. liabel, which contains many paintings by the old masters. From here is a road to Schlangenbad, eight miles distant. Frauenstein with its splendid Linden-tree, the growth of centuries and the pride of the village, is four miles from Schierstein.

BIESERICH.—(See page 307.)

WARRICE .- (See page 307.) -- Mayence is connect - presents itself before us; precipiess of slate tower

ed with Castel by a bridge of boats, 1,666 feet long. built across the Rhine; carriages passing this bridge are charged a very heavy toll. Travellers can proceed from here to Frankfort, by railway in one hour, and to Wiesbaden vid Biberich in about a quarter of an hour. Excursions can be made from Mayence to Frankfort and Wiesbaden by rallway, and on their way the château and garden of Biberich can be visited. Tourists so inclined can proceed by steam-boat from Mayence to Coblenz and Cologne twice each day to Hannheim, and Strasburg, and by rail to Ludwigsbafen, (opposite Mannheim) Metz, Paris, &c.

THE AHR VALLEY .-- REMAGEN TO AHRWEILER AND ALTENAUR. -- Distance from Remagen to Altenahr, 19 English miles; from Bonn to Altenahr, by carriage road, 18 Luglish miles. The route to and from Bonn, by Remagen, will occupy a long day. A conveyance starts daily from Bonn to Altenahar, accomplishing the journey in about five hours, and to Treves in about 20, or sometimes 18 hours. At Preussischer Hof. in Remagen, a one-horse carriage may be engaged to Altenahr and back, for 3 thalers. (See foreign money.) Passengers by steamer landing at money.) Passengers by steamer landing at Lintz, and crossing the Ithine at Kripp, may engage a carriage there, or go on at once from Sinzig. The scenery of this valley is not less beautiful nor less interesting than that of the Rhine, and tourists visiting that river will find themselves amply repaid by an excursion by the valley of Ahr. This carriage-road ascends the valley by the left bank of the stream, passing by Raden-dorf and Lorsdorf, and the busalt-capped hill of Landskrone. A splendid view may be enjoyed from off the hill. Near to the road-side there is a mineral spring.

AHEWEILER-Is a small town with 1360 inhabitants, situated twelve miles distant from Remagen by the direct just road, and ten by the road over the hill. This place is rich in vineyards, and is the centre of the wine trade in the valley, which produces yearly about 76,000 English gallons. Though the town itself is pretty, yet its objects of attraction are not many. However, the town gates, its beautiful gothic church, and the Ursuline numery, situated on the opposite side of the Ahr, will attract attention and repay a visit. The gate tower also is an object of interest. Leaving Ahrweiler we meet Walporzheim, where the Burgundy grave is cultivated.

ARBELEICHART.--Here the scenery is magnifi-cently wild and beautiful, rocky cliffs towering upwards in their rugged majesty, hem in the valley, which becomes greatly contracted here. The rains of a convent are seen to the right at Marienthal, and the road is shadowed by lofty precipices. To the rear of Dornau a path is found to lead over the hills to Altenahr, whilst the carriage road continues its course along the left bank of the Ahr. passing the beautiful village of Recho.

LOCHETULE.-Here is the chief fishery depôt.

Before entering Altenahr a brilliant scene indeed

around and above us to the height of 400 feet, having scated on their highest peak the ruins of the castle of Altenahr. Above Reimerzhofen a footpath leads to the cross, where the best and most distinct view in the valley may be had. Another path on the opposite side leads up to the castle or down to the town. Travelles should send on the carriage from this spot and walk up to the cross.

ALTEVARE.—Is a small village with about five hundred inhabitants. The place is a neat and clean little spot. A good view of the windings of the Ahr can be enjoyed from the hill on the west of the town. Travellers should return to the kibine by the sweet valley of Brohl, having first visited the Abbey of Lauch, twenty miles from the vale of Ahr. If we proceed on the road by way of Ahrenburg the castle of Kreuzberg and the church of Putzfeld form prominent objects of view.

ADENAU.—A small town with about 1300 inhabitants, situated under the mountain called Hohe Acht, 2434 feet above the sea, from which a magniticent view can be obtained. Not far from the town is the ruined castle of Nurberg.

THE RHINE.—MAYENCE to SCRASBOURG by WORMS, MANNITH, and SPIRES.—A little above Mayence we notice a singular change in the aspect of the sceney; indeed it may be said the Rhine loses all its beauty. The plain through which it flows is flat and unvaried, whilst the fall of the river is not more than twenty-two or twenty-three feet between Spires and Mannheim.

Conveyance - By railway.

Steamers proceed up the Rhine daily from Mayence to Maunheim. Steamers go from Mannheim to Strasbourg daily, accomplishing the journey in about twenty-one hours, stopping at Daxlanden or Leopoldshafen to drop passeugers for Carlsruhe.

From Strasbourg to Cologne in thirty hours, and from Mayence to Rotterdam in thirty hours.

OFFENDEIM .- (See page 307.)

GERNSHEIM .-- (See page 907.)

Worsts .- (See page 307.)

OGGERSHEIM.—To the left the Neckar joins the Rhine about a quarter of a mile below Mannheim. A bridge of boats crosse the Rhine toto

MANNUMM.—(See page 307.)—A visit ought to be made from this place to Schwetzingen, distant about nine or ten miles. Its gardens are very beautiful, and its château will repay a visit. From here there is a railway to Heddeberg, (see page 76,) 16 miles distant; and to Frankfort and Carlsruhe; and from Ludwigshafen to Spires; to Kaiserslautern, Homberg, and Bexbach. Steamers also go several times a day to Mayence and Coblenz, and to Strasburg daily. We proceed from Ludwigshafen to Spires by rail, and leaving the station we see, or the side of the Kaiserstuhi, the castle of Heidelberg in the distance.

MUTTERSTADT and ScHIFFERSTADT are passed and we enter

Spines.-An old and venerable town, situate on the right bank of the Rhine. It contains population of about 10,500. At one period tl number was 27,000. The history of Spires he been a varied and remarkable one. At or period the residence of Charlemagne, and oth German Emperors, it was the sea of the Di-and the Free City of the Empire. During t middle ages imperial files, court magnificence, as citizen violence were alternately the scenes to heard of in this city. In 1689 it was burnt by t French, and was not rebuilt until after the peace ltyswick, in 1697. The revolutionary army, un Custine, besieged the city in 1794, and took it af six different assaults. In 1816 it was ceded Bavaria, since which period it has been considera enlarged, and much of its old splendour restored. Cathedralwill be well worth the tourists' notice, I old and spacious building resisted all the efforts of French miners to blow it up. The present Bava authorities have done much towards its par restoration. It has been opened for public v ship since 1824, though it was a complete rui 1816. The Hall of Antiquities, at the northside, is worth especial notice. A broken wall . the Protestant Church is the only relic now maining of the Imperial Palace, in which held twenty-nine diets. From here a good leads to Landau, and to the Castle of Trifels, prison-house of Richard Cour-de-Lion.

We continue our voyage up the Rhine, and Phillipsburg to the left.

Germersheim.—A bridge of boats is Passing Lauterberg, Leopoldshafen, Knielin and Fort Louis, we arrive at Strasburg, page 268.)

MANNHRIM.—To FRANKPORT BY RAIL.—Dis 53 English miles. Frankfort to Baale, by I stadt, Reidelberg, Carlsruhe, and Frieberg. F fort to Heidelberg, 53 English miles; Hefd to Haltinger, 4 miles from Baale, 187 English

Baste, for description of, See page 343.

# FRANCE.

In our descriptive portion of this Guide, we give the great leading routes through Bolgium, whilst we provide for the traveller through Switzerland in the preceding pages of this edition. And now in order that the bourist in Flance should be equally well catered for, we subjoin some valuable routes through that country; so that we, as far as in us lies, are endeavouring by most the public requirements for Contamental travelling.

# ROUTE 18.

# London to Paris, via Dover & Calais.

For description of route from London to Dover, and thence to Calais, passport information, management of baggage, &c. -ee Route 1, page 381.

Calais.—Nee p. 249.—Quitting this station, the railway almost makes the circuit of the town, and passes through a country as low and flat as it is undiversible by any beauties of sylvan scenery, and passing St. Herre station, arrives at

Ardres. A small festified place, situated on a canal, trom which it takes its mame, and memorable as being the vicinity of the spot, close to which, in 1520, the famous meeting took place between Henry VIII. of England and Francis I. of France. The place of meeting was called the Field of the Cloth of Gold, and is situated to the west, midway between this station and Guisnes. The next stations arrived at are places of no importance, nor is there any thing remarkable in the Scenery up to our arrival at

St. Omer. - See page 268.

Departing hence, we puss Eblinghem station, and

Hazebrouck, whence there is a branch line to Dunkirk. Leaving here, our journey is unmarked by any particularity of character.

We pass the stations of Strazecle, Bailleul, Steenwerck, Armentieres, and Percuchies, unmediately later which the train stops at

Lille—See page 255.—Railway hence to Ghent and Brussels. Departing from Lille, we stop at the stations, Seckin, Carvin, and Leforét, before arriving at

Douai--See page 252, -- From herethere is a rail-way to Valenciennes and Brussels by Mons.

Vitry and Rosux being passed, the rallway arrives at

Arras -See page 245.

Nothing of interest attracts our notice from the ast station, until we arrive, after passing Boileux, Achiet. Albert, and Corbie stations, at

Amiens—See page 244.—Railway trains run from here to Abbeville and Boulogne. It is also a station where refreshments can be had. The time allowed is twenty-five minutes; coffee, tea, bread

and butter, I fr.; chep, a glass of wine, and bread.

Conveyance to Beauvais through Noiremont; the distance 10 English miles. We next pass the stations of Boves, Ally, and Breteuil, whence diligences go to Beauvais and St. Quentin, St. Just, and Clermont, after which we arrive at

Clermont-aur-Oise.—Inn: Croissant.
A small town, prettly situated on the slope of A

A small town, prefitly situated on the slope of a hill, whose summut is crowned by a castle, now used for the purposes, of a female penitentiary. It was the birth-place of the astronomer Cassial.

Diligences from here to Beauvals.

Liancourt Station is next met with, before arriving at

Creil.—See page 252.—The railway, which previously traversed the chalky high lands of Picardy, now descends into the valley of the Olse, and wends its way, and agreeable scenery, to the stations of St. Leu, (whence there are diligences to Chantilly and Senlis), itorau, Beaumont-Sur-Olse, (a small town henmed in by a round tower and old castle, with a population of 2100), He-Adam, and Auvers, whence it arrives at

Pontoise—See page 266,—From here couches go to Gisors and Chaumont. The stations Herbiay, Franconville, and Ermont, are passed before arming at

Enghien -- See page 253.

Quitting Englien, the railway, after passing one of the detached torts encircling Paris, skirts the brink of the Scine to the right, and immediately arrives at

St. Denis.—See page 267.

Paris -See page 259.

## ROUTE 19.

# London to Paris, via Boulogne.

This route is an agreeable one. The journey from London to Folkestone is performed through a beautiful country; the sea passage across is expeditious, and the steamboats excellent.

A steam-boat communication exists between London and Boulogue direct.

For information as to the course to be purposed.

om landing at Boulogne in reference to luggage, &c., see page xxx.

It may, however, be well to observe, that at Boulogne the baggage is not exempted from inspection, even though declared as direct for Paris.

The Railway station is opposite the harbour; and the passenger receives two lickets, one for his fare (which he should always have ready to show), the other for his luggage. At the sound of the bell he should leave the walting-room and proceed to the carriage. The distance from Houlegne to Paris is 170 English miles.

Departing from Boulogue terminus, the rallway turns a little to the west of the post road, and makes a lengthened detony, going close to the river Llane, the high grounds overhanging which form a very prefty prospect, until its arrival at Pont-de-Brique, close to a village of the same name which we do not see. To the right we see the De Clocheville château, in which Napoleon once lodged. The next station met is Neuchâtel, 8½ miles from Boulogne. Before our arrival here, the road passes through the forest of Hardelot. Close to here is condette, famous for the excellent game it affords to sportsmen, and for its large rabbit burrow. Our route from here is uninterrupted for 8½ miles, when we stop at

Etaples.—17 English miles —An old town, now almost in ruins, with a population of 2700, situated on the left of the mouth of the Canche. Almost adjoining the station we see the cemetery. The road proceeds on from here by a viaduct 900 feet long, and take s in a good view of the sea and sand banks, as it approaches Montronil-Verton, 21 miles from Boulogue, a disagreeable-looking fown, situated on a hill, and remarkable for a lofty flumboyant church, with a magnificent door on the western cutrance ander the towers. From the line we see Herdin, a small town centered amid gardens, mealow-land, and water ponds, and shortly after arrive at

Rue—34 miles from Boulogne—A small but deeply interesting town. Its chief object of interest is the church of the Holy Spirit, or Saint Esprit, which will well recay a visit. Not far from here is Creey, on the fier of which Edward III. fought his battle in 1440, and hence called "the battle of Creey." Passing the station of Noyelie we arrive as

Abbeviile—See page 243—49} English miles from Boulogne. The railway from here to Amiems directs its course by the left bank up along the valley of the Somme. The first station from Abbeville is

Pont Remy—54 English miles—A small village on the right bank of the Somme, remarkable for its old caste. Six miles further on is Longpré, surrounded by very pretty and picturesque suburbs. Quitting here, the road passes through deep cuttings, enclosed on either side by high grounds, and completely hemming in the view. Before resping Hangest, we see at a distance the Camp l'Etole, at old Roman fort, oval-shaped.

Hangest—6. Raglish miles from Boulogne.— Leastiful indeed in pictures que loveliness, is the

country through which our route new iles. Wood and water, verdure and crystal brilliancy, contribute to heighten the loveliness of the country as we pass on to

Picquigny -4 miles from Hangest—A village of 1600 inhabitants, famous in history as the place where Louis XI. and Edward IV. met to sign the treaty called after that place. The distrust of both monarchs was so great, that a barrier of strong wooden palisades was placed between them, and room enough only left them to shake hands. Close to the church we see the ruined castle, celebrated in her letters by Madame de Sévigné. Departing hence, we pass Alliy and reach

Amiens - 77 English miles from Boulogne, and 93 from Paris.

For description of route from here to Paris, see preceding route pages.

# ROUTE 20.

# London to Paris, by Southampton and Havre.

Havre,—See page 254.—The Railway departing from Havre terminus, situated close to the Cours Napoleon, passes through a street of gardens, vilias, and guinguettes, as far as Graville, which is seen to the right, a little above the road, and is interesting because of its church, built in the Norman style of architecture, and dating from the eleventh century. From here the railway proceeds along the side of a sloping hill, and takes in a lintervals a view of the Scine, whose embouchure is seen now and again between the trees and houses, until our arrival at

Harfleur—A small town of no importance. Its church, a building of the fifteenth century, is surmounted by a tower and spire, and ornamented by a fringed portal, which are well worth seeing. From the terrace of the Chatcau of Orcher, on the heights above the town, a splendid view of the river can be enjoyed.

St. Romain and Benzeville are next arrived at. At the latter, the railway ascends. The road is carried over a viaduct of forty-right brick arches, the highest 106 feet above the ground, at Mirville, and requires an extra engine to enable the train to surmount the ascent.

Bolbec and Neintot-Bolbecis a manufacturing town, situated on the right bank of the river from which it takes its name. The town is located in one of the pleasant little valleys intersecting the Pays de Caux. It has a large number of cotion mills, and printwerks, bleaching-grounds, &c. Lillebonne, a venerable old town, is five miles from here, and deserves a visit, to enable the tourist to view its Roman theatre. Five miles from the last station we come to Alvimare, whence the railroad proceeds through the centre of the Pays de Caux, a high table land highly fertile, and now and again intersected by wateroourses, and siftre at

Yvetot-Anindustrioustown, nearly composed at timber houses, and carrying on some manufactures in cotton, but completely barren as regards objects of interest. Its population is 9,100. Metteville and Pavilly are next passed. Leaving Pavilly, the railway descends from the table land of the l'ays de Canz into the basin in which Rouen is situated, and arrives at

Barentin -A small town with 2,600 inhabiants, and the seat of some cotton mills. Coming to this station, the road is carried over a curved viaduct of twenty-seven siches, each sixty feet span. From here the railway crosses the valley of Barentin, is carried over the high grounds, and passes through the heights of Piccy Poville by a tunnel one mile and three furlongs long, sweeps over an embankment and viaduct of eight arches, arriving at Malaunay (here is the function line to Dieppe); whence it passes on to Maromme, and proceeds through a country full of mills and factories to Rouen, before reaching which station, in the Rue Verte, it has to pass through three tunnels and over a viaduct. It enters the first one close to the village of Deville, and penetrates beneath the suburbs of Causine, Beauvoisine, and St. Hilaire, near which it passes a second tunnel 1,530 yards long, takes a sweep round the Boulevards, and enters the third tunnel, which is 1,133 yards long, and carried under the hill of St. Catherine, describing a radius of nearly half a mile.

Rouen Station lies in a hole, and is shut in by escarpments of stone, excluding all view of the town-described at page 267. There is also a station on the left bank.

Leaving the Rouen Station, the rallway passes along the right bank of the Seine, through St. Etienne de Rouvray and Sotteville, to

Tourville- Where passengers get out for

[Elbceuf-An exclusively manufacturing town, the Leeds of France -- having a population of 15,000, and about 20,000 weavers in the adjoining communes.] Departing from Fourville, the road passes by a short tunnel through the hill of Tourville, arriving at

Pont de l'Arche - A small town with a gothic charch, containing some curtously painted glass. A bridge of twenty-two arches crosses the Seine here. A good view can be obtained from it. The railway heaves the last station by the left bank of the Seine, and again crosses the river, before arriving at

St. Pierre de Vauvray:-[Five miles west of this station is Louviers—a manufacturing town. with thirty cloth manufactories and a number of spinning mills.] The road is carried through two tunnels, near Lo Grand Villiers, before reaching

Galilon-Whence omnibuses go to Autouil and Andelys. Here is a large penitentiary; and in the distance, five miles north of the road, rises before us the Chateau Guillard - a magnificent ruin, seated on a lofty rock, at whose base the Seine flows. This was the favourite castle of Richard Cœur de Lion.

Warmon .- Inn: - Grand Cerf.

An old town giving a name to an English family, beautifully situated, and having a population of 1,409. Its houses are generally timber-framed, and its streets narrow, which renders its tout

are objects of interest. Leaving Vernon, the railway runs close by the river at the base of the high ground, to Bonnieres, at a short distance from which it goes through a tunnel 2,480 yards long, driven through a chalky and flinty bed, hard to penctrate; and, skirting off Rosny Forest—felled at one time by Sully of its timber, to the value of 100,000 francs, in order to pay his royal master's debts-arrives at

Mantes-Inns:-Cheval Blancand Grand Cerf. A very handsome town, prottly situated on the margin of the Scine on the left bank. Its chief objects of interest are the Cathedral of Notre Dame. an elegant gothic building, built for Blanche of Castile and her son St. Louis; and the Tower of St. Madou. It was here that William the Conqueror received the injury which terminated in his death a few days afterwards, at Rouen. The railway now enters a cuiting, and proceeds through a beautiful country to Epone, where we see a fine church of the twelfth century. Menlan and Triel are next passed - the former, a town on the right bank of the Seine, containing several manufactories and corn mills; and the latter, a place famous for its plaster quarries.

Poissy is a small town, situated at one of the extreme points of the forest of St. Germains, on the left bank of the Seine. A cuttle market is held here every Thursday, for the supply of meat to Paris. It was the birthplace of St. Louis, who was implized in the parish church, in a font yet preserved there, and shown to visiters. Polssy is re-markable as the scene of the conference held there in 1561, for the purpose of adjusting the differences between the Calvinistic and Romish churches. Its first meeting was attended by Catherine de Medicia, and her son Charles IX. Beza, with several doctors, represented the one church; and ('ardinal Ippoloto d'Este, as l'apul legate, the other.

From here the radway follows the left bank of the Seine, cutting through the forest of St. Ger-

mains, and arriving at

Maisons. -- Inns. -- Hotel Talma, and Le Petit Hayre.

It is situated in a beautiful neighbourhood of picturesque villas, &c.; and it was here that Voltairs wrote "Zaire."

The rallway crosses the Seine at Bezons by a thuber bridge of nine arches, each 100 feet, resting on stone piers. Immediately after, on our left, we come to the junction of the St. Germains line : and at Asnieres the Versailles line branches off to the right. The Seine is again crossed by a bridge of five arches, and the village of Clichy passed on the left; after which the railway enters Paris by Les Batignolles, passing through two tunnels under the Place de l'Europe, and crossing under the Rue de Stockholm, we arrive at the Paris terminus. Bue d'Amsterdant

Paris. - See page 250.

# ROUTE 21. Paris to Strasbourg.

The Paris and Strasbourg Railway being one of the longest, and most important lines in France. destile guther picturesque. Its church and tower | we give the following short account of the weeks

The railway from Paris to Strisbeing is about the longestasy t milet tinlian e leine 120 le mucs besides having several important branches. It tra sciscationni en liftering in then genealogical conatitution then affect meet police manners and th church retchel mhebitmits Between thoris I ig and the a time of the sun, a traveller may have quitte I the I and a ct the Scin and reached the binly t the RI me he may have contemplated the I its tewers of Notic Danie in the morning, an I stimuct the magnificent spine of the Cathedral of Stril my in the afternoon The sturen lous terminus in lans requires to des tip tien, ne ils all are were fits similar je ti n Siffil ir inge ments, and commolities a contribution thereil way in quiting the terminus at the Pur News do Chilrel, takes an othern due in between the funbourgs St. I emis out St. Victin, passes by Buly Viller (ml) mileumy, mil ins the vell y of the Mune at (1 lies tou bes lang) on the right lime it e Minn er sees that river twice at Chalicit and at Isle II cook letween Vidency and the Marne to skill the Laubourg St hemy at Me inx

Meanx Inus Labane Palais Poyal Apacity town handsomely located in a plain on the river It has a population of 9100 Its chief ob Mane let of attraction is its cathodral a magnificent tentine edifice of the 12th century with a vaulted toof 100 feet high. Among the several I pi coral mansolcumultee ntains is the monument of Bossuct who for a ling icit d filled the Soc, and was called the Lagle of Meius The connels cut will view with lively interest the pulpit from which this clo quent man so often Treached The only other objects worth notice us a mignificent Hopital treneral and the restored church of St. Nicholas M aux carries en a good trade in corn, indisfamous tor its cheese.

the railway joins Armenticres after having ct as d the canal of the Ource and the Maine above lilliort Ou quitting the tunuel it pi weeds by the side of the Marne to the south west of the village touches at Ussy, to the north of I a lentes us for arre a very factty town with a large numb i of the menades surrounding it, passes the river as a ond time at Sursay, a third time at the south of Councelles in weises Nantoull with a tunnel, ere see the Marue a fourth time following the left bunk, torehes at Nogent l'Artiud and Chezy Abbaye, and cas through a corner with a tunnel the beauty of the Marne will strake the traveller until he arrives at

Chateau-Thierry -Inna Sirine, Poste-A sweet little town beautifully situated on the Marne, n the department of Alsne with a population of 4700 and remarkable as being the natal place of La kontaine.

Diligants to Soissons, Mery, and Varennes.

Dormans—Inn Llond'or—A small town in the dypartment of Mune, with a population of Mun it crosses the Marme an eighth time between Chateau-likery and Vitry le-Français, the line follows the left bank constantly, touches at Dor-

& bilicying it to be interesting to our readers - | left bank of the Marne, and famous for its wines

-()iry, and Jalons, we arrive at Chalons-sur-Marne -See page 2'0-Leaving here, the road pisses Vitry-la-Ville, Loisy and arrives at

Vitry-le-Francois -- Inn Is Clorhe -- A modern town, built on the Mane with 62 10 inhabitants. It has a very pretty Gothic church, and a place or souare

The railway leaves Vitry by the south east, turns off to the left to penetrate into the valley of the Sulx, russing Blesmes, Pargny, Sermaize and kevigny stations fellowing the course of that ri er, and then skirts the valley of the Om un to Luin

Bar-le-Duc -A good sixed tenn with 13 000 souls and chief town of the decutment of La Meuso In St Pierre's church which is in the upper town, there is a monument to the memory of hene de Chalens, Prince of Oringe It consists fa skeleton of white marble on a black altar to ub The river Ornain here will efferd very excellent sp rt to the l vers of angling, as it produces excellent fish Diligences to Vertun The rulway entinues through the valley of the Ornam in i the dale of Malval, I overtie, and Leronville stations The line passes at

Commercy, then crosses the valley of the Me uso at Ville Your, over a buthe et minety party it then passes near lagny sur Men e, under a fert, ly a tunnel 370 yar is I ng, and reaches foul by he valley of the I Ingressin, which it enters by a tunnel 1120 yards long. I rom the formings at

Toul, which presents the optearince if a Swiss cottage the radway runs dong the left bank of the Moselle, while approaching the canal of the baint, to the Rhine It tellows the valley of the M selle in the right bank, crosses that river at bontency over a bridge of seven arches, of sixte ny mas spin each, turns the picturesque fort of I wer him and ereses the M selfe twice, on bridpersons destiliciently high to allow ressels to pass underne the There bridges are terned of hyearches, of twenty fem yards diameter The road then proceeds to Prouard, its point of junction with the bran h to Metz, which is distant thirty miles from Fround the road runs to hance, by the village of Champigneutile. It crosses the canal there by a bridge, it reaches bancs, to the with of which the terminus, situated between the Laubourgs Stanislas and St Jean, had been e nstructed on a lake, where it is recorded that Charles the Rash was killed

Nancy-Supple 258

After having passed Nancy, the railway joins the canal firm the Marne to the Rhine, alongside of which it runs as tar as Varangeville. A single tridge, that of St Plin, nincteen yards wide, serves both for the railway and the canal to cross the Meurthe The line follows the valley of the Meurthe as far as I uneville. There it passes the various arms of the river over bridges of a peculiar construction thence from Luneville-a town scarcely remarkable except for its being the spot where was signed the treat; between France and Austria in 1801, eeding the Rhine as the breach boundary on mans, Port à Binson, Damery, and arrives at that side—the railway turns to the valley of the Epermay—A town of 5530 inhabitants, on the Verouse, near Marrainvillers. It ascende the stream that side—the railway turns to the valley of the of the Amiscuts, the hill which separates the waters of the Savon from the Sarre, above Richecourt, arrives at

Sarrebourg, and proceeds towards Hommarting. It was at this point that it became necessary to cross the chain of the Vosges. Hommarting to Strasburg the line is 63 kilometres and 987 metres. The section between Hommattuar and the limits of the department of the Bas-Rhin comprises the immense and difficult labour of the passage of the Vosges, which is accomplished by a tunnel of 2678 yards in length. On the side of Lorraine this tunnel is placed at the left of, and on the same level as, the tunnel of the canal of the Marne to the Rhine; but, in place of remaining on that level, it descends into the mountain, becoming thus excavated under the canal, so that it reappears on the side of Alsace on the right of the canal, and 39 feet below it. Beyond that great tunnel five others of less dimensions are met-respectively, 245, 432, 395, 500, and 308 yards in length. The latter, the entrance of which presents the appearance of a foudal fortress, is immediately followed by a great viaduct which crosses the camel and the Zorn, and terminates in a cutting almost perpendicularly in the rock, and of which the form resembles that of a fort. Nothing can be more pleturesque than the country in which there works of art are to be found. The ruins of the Castle of Lutzlebourg are also to be seen above the tunnel of 450 yards, and the two Castles of Haut-Barr and Geroldseck show themselves on the mountains at this side of Saverne. The railway, on Zorne as far as Brunath. After passing Venden-heim station we arrive at Strasbourg. The Paris rallway joins that of Basle on the glacis of firasburg, and it proceeds into the town by four lines of rails.

Strasburg--See page 268.

# ROUTE 22. Paris to Marseilles, by Lyons and Avignon.

The railway, after leaving Paris, Terminns Boulevard Mazzas, on the right bank of the Scine, close to the Bridge of Austerlitz, follows the bank of that river, passing Villeneuve St. George's, Montgeron, and several other unimportant stations, before its arrival at

Melun-See page 257.

Bois-le-Roi-There is a fine viaduct of thirty arches, upwards of seventy feet high.

Fontainbleau.-See page 253.

Moret St. Maumes—A venerable and picturesque old town, surrounded by walls, and having an old church and castle.

Montereau.—An industrious town, commodionally situated at the junction of the Sonne and Younce, with a population of 4000. Here the train stops a few situates, and pessengers are enabled to get some refreshment. The branch railway to Troyes diverges at this point. There are two porcelain manufactorics here. Steamers ply on the Seine between this place and Paris.

Pont-sur-Yonne—Is beautifully situated,

poplars. There the chateaux of the noblesse are: crowded together in large numbers.

Sens-A pretty town, with 10,200 inhabitants. situated on the Yonne and Vanne. It is remarkably clean, with little books of water running through the streets. Its principal object of attraction is its cathedral, dedicated to St. Stephen. The tracery in front of the transepts is the perfection of finaboyant detail, and the painted glass, executed by Cousin, is well worth notice. The has-reliefs around the tomb of the Chancellor Daprat, which partly escaped the general destruction, are curious. In the church there is also a monument to the Daughin, son of Louis AV, and his wife. The English traveller will be interested by a visit to the Treasury, where, among the many curious relics exhibited, are the vests, mitre, alb, girdle, stele, and maniple worn by Thomas à Becker. whilst resident here, when he fied in 1164 from the wrath of his royal master, Henry II. of England. The altar of St Thomas is pointed out as that at which Becket officiated. Departing from here the italiway proceeds on to Jelgny, passing Villeneuve, Le Roi, or Sur Youne (in this neighbourhood and town the lover of sketching will find simple food for study), and St. Julien du Sault stations. Joigny - Inn: Duc de Bourgogne.

A town of 6000 inhabitants, beautifully situated on the Yome, which is promeneded from one side to the other by a fine quay closed on either end by an fron rate. In the old town, which is searcely accessible, there are three Gothic churches worth a visit. Coaches daily to Arserie, Verneauton, Clammiz, and Nevers.

La Roche-From here the branch lines separates for Auxerre.

Brienon is next urrived at, a small pretty town, carrying on an extensive trade in linen, coals, and corn.

St. Florentin -- A neat town, remarkable for its Gothic church.

About fourteen miles off is the Abboy of Poniligney, the retrient of Thomas & Becket. Here there is a museum, baths, and theatre, and manufactories of cotton, silk, and velvet. Coaches to Auxeric, Vermanton, Vezelay, Chimaz, La Charite, and Nevers.

Flogny—The railway is corried through the valley of the Armançon, and follows the course of the Canal de Bourgogne.

Tonnerre-Inn: Poste.

An old and dult town, built on the slope of a hill, and having a population of 1000. Ons. the summit of the Lill is the church of St. Pierre, commanding a magnificent view of the town frust its rocky platform. In it is a marble monument of Marguerite of Hoangone, Queen of Skilly, and wife of Charles I. of Anjou, which is very interesting. She founded the grand hospital in the town, and richly endowed it. An exquisitely sculptured offly of her in the dress of the period reposes of the remote and the comments.

Tanlay—128 English miles.—We here see one of the fluest chafteaux in Burgundy, built by Admiral Coligny, the kader of the protestants, and first viotim of the massure of St. Bartholomew

Ancy-le-Franc-136f English miles.-- Here

very pretty grounds.
Nuits-Sous-Rayler--1401 Eng. miles ---A small town, nicely situated in the midst of the vineyards Romana, Richebourg La Tache, &c. Passing thes tation at Aisy, we proceed through a famous vineyard country, ontering the department of Cated'Or.

Montbard-1511 English miles -- Inn :-- Point du Jour.

A small and dirty town, possessing no objects of Interest, and only remarkable as having been the hirthplace of the celebrated naturalist Buffon, who Hved in the château now occupied by the widow of his son, who was one of the first victims of the guillotine at the revolution. The railway here passes through cuttings and embankments, winding round hills and mountains; and the traveller cannot but feel that it was a great triumph of human science to effect the construction of a railway, in much a situation.

Conches from here to Autun, Senuer, Sanlieu, Chatillon, and Langres.

Les Laumes and Verray are passed before we arrive at Blaissy station, where we enter the tunnel of Elaissy, which cost more than £90,000, and is 21 miles long.

Dilon -- See page 252. From here the railroad takes us on by Gevrey and Vougeot stations, through vineyards famous for their wines and the tichness of the land. There is also a branch Radway from this town to Dole, and Besancon, see page 41.

Nuits, and thence by Corgoloin to

Beaune . Inns : Poste, and Hotel d'Angleterro. A prosperous town, having a population of 11,700, in the department Côte-d'Or. It is the chief seat of the wine trade in Burgundy, and is beautifully situated in a sweet and romantic plain, on the Bouzeoise and Aigne. It exports annually wine to the amount of 40,000 butts. Its chief objects of interest are the Hospital, and the altar in the church of Notre Dame, wrought of five different species of marble. This town give a birthplace to the senator Mange, the favourite servant of Na-

Twelve miles S. W., at Caessy la Colonne, is a Roman monument in the shape of a pillar, bearing bas-reliefs, and said to have been erected to commenorate a victory of Julius Casar over the Swiss. Its access is very disagreeable and inconvenient, rendered so by the cross-roads met with at every turn of our journey.

Coaches daily to Autum. From here the railway proceeds through a beautiful wine country, the scenery of which is interesting in the extreme, and arrives by Meursault station at

Chagny -A town full of objects worthy the sketcher's notice and study, particularly in the demestic architectural style. The tower of the church is also very striking. Here terminates the range of the Côte-d'Or. From here the view takes in a scattered line of lower hills, whose slopes are less rich, and whose plains are less verdant.

Chalons-sur-Saone—See page 250.
DESCENT OF THE SAGNE—CHALONS TO LYONS. from Chalons the tourist can proceed on to Lyons Ballway, (page 16), by sharner or by the diligence | richly wooded heights of Mont d'Or, 1000 feet als

we see another magnificent chateau, surrounded by | travelling by the post road, which is good, and interestingly picturesque.

Steamboats start daily. For particulars in reference to distance, hours of sailing, &c., see Alphabetical List of Steamers. The traveller can complete his journey from here to Lyons in about. 6 hours, and returning in about 8 hours. The voyage is described as far preferable to the land journey.

Leaving Chalons, the banks on either side are at first rather uninteresting, but brighten up as we approach Lyons. Passing opposite the mouth of the Canal du Centre, we sail into a canal which saves the boat a long round, and see on the right,

Tournus -Inns :- Stuvage, and De l'Europe. A town of 5400 inhabitants, It has a church deeply interesting to the architectural student. Greuz, the celebrated painter, who died at Paris in 1805, was born here. At Fleurville, on the left, there is a bridge over the Saone under which the boat passes, and gets into a larger expanse of water. To the left we see St. Albin, with its carly pointed Gothic church, and its picture-quely attired villagers. Here the scenery is delightful; the slopes are all covered with vineyards-224 miles from Chalons.

Right -- Macon -- Inns: -Le Sauvage, and De l'Europe - 38 miles from Chalons.

Remarkable as the birthplace of the illustrious living poet, philosopher, and statesman, M. Alphonse de Lamartine. It is the centre of the wine trade of its arrondissement, and chief town of the Department Saone-et-Loire, and has a population of 12,200. It was the scene of terrible disaster and outrages perpetrated by the Huguenots and Revolutionists. Here a bridge of 13 arches spans the river, and from it a magnificent view of Mount Blane may be enjoyed, but still better from the little explanate planted with trees behind it. In the immediate neighbourhood also are very fine views of the ranges of the hills of the Bourbonnois and Charolois.

Railway to Ambereau and Geneva.

Below Macon the banks of the river become more elevated and picturesque, taking in on the east a view of the Jura Mountains, the less remote hills being studded with exceedingly pretty white chiteaux and villages. To the west we see the Château de Corielles, flanked by four round towers.

Right -At St. Romain (36] miles from Chulons) is a suspension bridge, of considerable light-ness and beauty; to the left is Toissey, an old town shaded by popiars and willows. We see another bridge to the right at Belleville. The next places seen are Montmerle to the left, and Villefranche to the right, whose port is Ause, on the right.

Left -- Trevoux (684 miles from Chalons) an old town, beautifully situated on the slope of a hill, which is surmounted by the ruins of an old castle. It has a population of 2,000; and was the place where the Jesuits compiled and printed the learned works called the "Journal de Trevoux, and Dietionuaire de Trevoux." We sail on from here between banks thickly arrayed in picturesque villas, and surrounded by very delightful scenery. The river becomes greatly contracted in width, and passes on the right by Helle Re, and under the

the river. Neuville is seen on the left, and near it many flotilias drawn by horses. To the right is Couson, opposite

La Roche Taillee, on the left, so designated froms cutting caused to be made by Agripps through it, to effect a passage for one of the great Roman highways. Further down we see L'lle Barbe---an island on the river nearly surrounded by escarped rocks, and linked to either bank by a suspension bridge. It was, we are told, a favoritie retreat for Charlemagne, who, from the kind of watch-tower at the upper extremity of the isle, frequently watched his army marching along the banks. In the island is a chapel of the twelfth century, and many curious fragments of Roman antiquities. As we enter Lyons under the heights which here border the river, and called Croix Rousse, we must be forcibly reminded of the passage of the Avon into Bristol, under the slopes of Durdham and Kingsdown, and the rocks of Clifton hot-well. The resemblance would be perfect were the river raone less in size, and the cliffs less in height.

**Lyons** - 86‡ miles from Chalons-See page 256. Railway from Lyons.

LYONS TO AVIGNON, BY THE RHONE.

The boats are anything but clean, and are generally overloaded with inerchandles. They start from the right bank Leaving Lyons, we pass on our right the junction of the Saône with the Rhone, and sail by the wire suspension bridge of the Mulatiere, and see close to the water's edge the rallway to St. Etienne. The scenery by railway or steamer is picturesque in the extreme, being enlivened by a series of variegated landscapes.

Givors, on the right—an important place, cause of its position on the railway, and of the trade which it carries on in glass. It is situated at the mouth of a canal, and has a population of about 5000. Conveyances run between Givors and Vienne, in correspondence with the railway trains.

Vienne—Situated on the left bank, has a population of 18,000, and is faced by a handsome quay, situated at the base of precipitous rocks. It is one of the most ancient towns in 1-rance. It is one of the most ancient towns in 1-rance. It is one of the most ancient towns in 1-rance in the following the following the following the following as a museum, in which are a large number of architectural fragments. The Cathedrai of St. Maurice, and the Romanesque tower of St. André le Bas, will also be found deserving notice. This place is also interesting as the cradie of christianity in the vest. On the right is St. Colombe, connected with Ylenne by a suspension bridge. There is a square tower, aimset in ruins, called the Tour de Mauconsell, in consequence of some abbard tradition, that Pontius Pliate threw himself off it. Immediately below Ylenne, to the right, we see standing a Roman obelisk seventy-six feet high, called l'Alguille. On our right we see the picturesque outline of Mont Pilas, 4016 feet above the sea, and Ampiana ancal village—on the same side. Diligence deally to Grenoble, and Lyons and omaibuses to

Givors, by the right bank of the Rhone, to meet the railway at St. Ettenne.

Condrieux—a town celebrated for its wines, has a population of 4500. At Servicres is a ensurement of the state of the state of the state of the right the St. Etleune and Marseilles read descents through an opening near Annonay, and crosses the Rhone by the suspension bridge of

# St. Vallier .-- INNS. --

Post, and Grand Sauvage.

Standing on a terrace above the Rhons. Population, 4100. In the neighbourhood are some picturesque ruins, and St. Ruche Taillée. Sailing fromehere we see to the left the Chateau de Ponsas, a splendid object, with frowning 80wers and battlements. An absurd tradition would have us suppose that in it Pontins Plate ended his days. They valley of the Rhone is near; and as we approach, passing a lofty, round-topped hill on our left, called the Roo, on the south side of which is the celebrated viney and Filterndiage, we see Tain, a small-town of 2400 inhabitants, connected by a suspension; bridge of whe with

Tournon on the right, one of the chief towns of the department of De la Rouche, with about 4000-inhabitants. Above the bridge we see the picturesque towers of a castle. Below the bridge we see the College Royal, founded by the Cardinal de. Fournon, in 1542. The valley of the river Isers now opens up into a wide and monotonous plain, the vista through the valley being terminated by the snowy mass of Mout Blane rising among the Alps of Dauphine, a splendid sight, though 10 or 112 miles distant. From here we sail in view of fallia, covered with vineyands, and as we approach. Yalence, are interested by the bare lime-stone precipieses rising above the village of St. Perray, andsammomated by the picturesque castle of Crussol Diligences go from Taru to Romans on the Isers on the road to Granoble.

### Valence. -- See page 269.

For Railway, see Time Tables.

The slopes of the hitis all about are covered with vineyards which produce excellent wines.

On the right there is an ugly line of limestons cliffs. Hounding the west side of the Rhene valley, and further down on the same side, on the summing of the same escarpment, stands the ruins of Soyens castle; and on the left the Rochs Courbe, which, when first seen, appears a cleft with precipious sides, but a little further down, a series of peaks.

L-Etolie, a sweet little village; and LAVOUTTE, a small town striking from the castle on the top of a hill over it, and for the smoke encircling it in blue wreaths as it comes from the furnaces at its base.

Poussin—A diministry but industrious town with a suspension bridge. The road next passes through the towns of Levren and Orich, Cruss a singular abbey on a hill.

#### . Montelimar, -Stat .- INN .- Post

An old and venerable town of 8000 inhabitants, surrounded by ramparts. Its chief source of influstry is the manufacture of Morocco leather and soap. Opposite here is Theil, where the suspension bridge across the Khone was swept away by the flood in 1840. At this point the scenery is brilliant and beautiful.

Veriers - A small town of 2800 inhabitants. Its chief buildings are the college and cathedral. On the left we see the magnificent top of Mont Venteaux, the extreme point of the French Alps, seen on our route up to Avignon from here. Below Veylers the river widens up, and is intersected by numerous Islands. A new bridge has been erected in place of the one destroyed in 1840. It crosses at Bourg St. Andéol—a town of 4500 souls, built on the rock. Here persons leave the steamer for Orange. Opposite here, but 14 miles distant, is Pierrelatte, named from the colossal mass of rock rising from out the plain in its rear. To the right the Ardeche discharges its waters into the Rhone. About two miles lower down, we reach Pont Esprit, and passing the mouth of the Drome, we reach Anconne, where the river makes a great bend. From here we proceed to

Pont St. Esprit.—A small town, having a pophilation of 5000, with a strong citadel. It possesses one of the longest bridges in the world, 2718 test long, built in 1810. It occupied forty-five years in building, and has nineteen arches, besides four small land arches. At St. Esprit the raver becomes a zapid current; and after paying by the Aignes, a glumpse can be attained of a colossal structure on a hill. The next important town met with is

An ancient town, situated three miles east of the Rhone, with a population of about 980a, its chief objects of interest are the Roman remains,—the triumpital arch, and the Roman theatre. Below Orange the Rhone traverses a wide plain. Requename is seen on the right, and on the left Chateauneut, shortly after leaving which, we see the spires and towers of Valson, fifteen miles N. E. 56 Orange, which has some curious ancient remains.

Avignon -See page 21%

Avience to Marsellles.—Distance, 74 English Silles - Quitting the Avignon Terminus, the railway igns in a direct course on the left bank of the islance, crossing the feaming stream of the Durance by a vinduct 650 yards long, three miles south of dayignon. The route proceeds from here through a country whose rugged williness and uninteresting sequency render it quite dull and spiritless in objects of attractive interest. We see Barbantane, famons for its extensive quarries on our left, and running from east to west, the barren hills called Alpines, with the white-washed walls of the houses of St. Eveny, and its two Roman monuments in their rear; whilst at the other side of the river, four or five

miles distance, can be seen Aramen, a town with 3000 inhabitants. Regnons and Cadillan stations are next passed. Not far remote we see the colorsal squared castle of Tarascon on our left, with the large spire of the Gothic church rising above it; whilst on our right we see Beaucaire, nestled at the Bott of a mass of naked rock. The railway function to Nismes and Montpoliier is at

# Tarascon.-Inn: Ifotel des Empereurs.

A town with a population of 11,200. It contains no objects of attraction worth notice, save the Church of St. Martin, a building in the pointed Gothic style of the 14th century, the southern portal excepted, which is of the circular style, with deep mouldings. The crypt contains the shrine and marble edilgy of St. Martha, whose history is represented by several bes-reliefs. The castle, a massive and well preserved structure, erected in 1400 by Henri III, and for a long period the residence of King Koné, but now used as a prison, may also be mentioned.

# Beaucaire .- Inn : Hotel du Luxembourg.

Is situated at the mouth of the Canal du-Beaucaire, connecting the Rhone and Gaionne, and has a population of 10,000. Beaucaire is celebrated for its fair, at which usually assemble over 100,000 persons from all parts of the world. The ruined castle stands on the summit of a rock. its only remains being now a triangular tower, and a very old Romane-sque chapel, in which we are told St. Louis heard mass previous to his embarkation for the crusade. From the fragmental portion of it now existing an excellent view can be had. Excursions from Tarascon can be made to St. Remy and St. Giles, and to Les Beaux, a town without a modern building, having only 200 inhabitants, and being a perfect specimen of the towns of the middle ages. The deep debris of mud spread over a large quantity of waste land, on the right, close to the Bridge of Beaucaire, is the remains of the inundation of 1840, when the Rhone overflowed its banks and desolated the surrounding plain.

Quitting Tarascon, the railway takes its course through a country unpicturesque in the extreme. It is divided by ditches, and is altogether a marshy and uninteresting plain. Ségomanx station is passed before our arrival at Aries, two miles from which on the left are the ruins of the great Abbey of Montmajeur, seated on a rock, whose singular form and ascent from a pond will strike the he-holder as singular. On the north-east side, at the foot of the rock, is a remarkable chapel, built in the Romanesque style, but without ornament. On our left, I miles or so from Arles, we see the Rhouse branching off into two division, the Petit Rhouse flowing westwards, and crossed by a suspension bridge at Fourques.

Arles. -- See page 245.

From Arles, south and cast to the sea meerly se

far as Marseilles, stretches a wide and unbroken plain, which takes in the delta of the Rhone, and which will present some scenes worthy of a little study. It is scarcely dissimilar to Africa in climate and sand, marshes and lagoons. On it congregate u variety of birds peculiar to the African clime. Departing from Aries, the railway leaves the Rhone, and takes a south-east direction, issues from the Aliscamp, and passes over a long viaduct, which carries it to the low grounds about. It next passes over a stony plain called the Crau, which stretches itself south to the Mediterranean; and passing the unimportant stations Raphele, St. Martin, Entressen, and Constantine, (four miles from which is Salon, a thriving and industrious town with 6200 inhabitants.) radistes around the Ftang de Berre, a small mland sea, and arrives at St. Charney station, a town on the Etang de Berre, with a population of 2500, having an old church, and a government powder-mill. Just outside the town is the Pont Flavien, a Roman bridge that stans the Touloubere, and is arrived at by triumphal arches at either end. The railway in its course from here to Marseilles, is carried over many ridges and ravines by tunnels and embankments, passing the unimportant stations of Berre, Rognac, and Pas de Lancier, previous to arriving at Marsellles, which it enters emerging from a tunnel 492 vards long.

Marseilles .- See page 257.

#### ROUTE 23.

# Nismes to Tarascon, and thence to Marseilles, by Beaucaire and Arles.

From Nismus there are trains several times duly, see Time Tables. The railway passes through a delightful species of scenery made up of live grounds and vineyards, and is carried along the edge of a hill overlooking the filtone and Canal of Cette. The distance to Beaucaire is 15 English miles. The thone is crossed by a bridge of 7 arches and joins the Marseilles and Avignon line at Tarascon. For notices of Heaucaire, Tarascon, and railway thence to Marseilles, see preceding Route.

# ROUTE 24.

# Paris to Nantes, by Orleans and Tours.

For particulars as to fares, distance, hours of arrival and departure, see Time Tables.

The railway leaves the terminus, situated in the Boulevard de l'Hôpital, close to the Jardin des Plantes, and skirts the Hospital of Salpetrère, directing its course along a pretty and picturesque country by the base of the alopes bordering the left bank of the Schie. It passes sweet gardens, and some houses on the river's bank; a kirts the walls of Vitry and Joisy on the right, and reaches

Choisy—a thriving and manufacturing town of 4000 inhabitants. Here is a china manufactory, and also the largest morocco manufactory in France. On the heights above, to the right, is the village and Château of Orly. Leaving here, we approach the vine-clad slopes limiting the valley of the Scine, and pass

Ablon all nest villes, and arrive at

Juvisy Station—a very old spot, and occupying a position at the foot of a hill on the right.

Here the branch rallway to Corbell separator from the main line to Orleans, turning off to the left, and running near the high road to Lyons, but preserving its course along the margin of the Scine, it passes liks Station, and cuts through a part of the park of Petit Bourg, arriving from Evry Station at

Corbeil.--- Sec page 252.

Leaving Juvisy, our route curves a little to the west, crossing the high road to Orge, and enters the valley of the Orge, traversing the gardens of Savigny—a small village with a handsough castle—and approaches by a vadure Epernary station; next, skirts on the left the Forest of St. Geneviere, and traverses a portion of the park of the Château d'Ormay hebitors reaching St. Michel, whence the rullway passes through handlets known as Bretigny station, beyond which, after attaining a summit level, it descends into the valley of the Juline, and immediately after arrives at Matolles, and passes thence lourary, Lardy, and Etre, by, and runs parallel with the post road before its arrival at

Etampes, an old town, with a population of 10,000, carrying on an industrious and thriving rate in flou and wool. Its testile church, called Notre Dame, and the church of St. Martin, together; with the remains of the royal castle, are worth accing. The Hotel de Ville will interest as agreed to building. From here omnibuses go twice a day of 1 bithrees.

Monnerville.— Here the railway crosses on viaducts the river Chalencie, ascends the valley of Hernery until it reaches the high plain of La. Beauce, and crosses the post read by a bridge before arriving at

Angerville.—Coaches go hence to Chartres, rom here the railway runs side by side with the post road, passing Toury, Artenay, Chevilly, and Cercottes, and reach the station of Orleans, a little east of the Porte Bannier.

Orleans .- See page 259.

From here to Tours the railway serpentines along the right bank of the Loire, whose course lies through a wide valley, barred a little by ansah hills, whose slopes are covered with vineyards. The accnery, though rather sunny, is yet somewhat dreary and uninteresting. La Chapelle, and Ay, a small town on the right bank of the river with a population of 1200. Lord Bolinghroke lived here during his extle from Lugland, and built the Châtean du Loiret. It has a very fine church character of the Virgin in black marble, before which Louis XI., whose tomb light this church, spent so many hours in prayer.

Meung Station.

Beaugency.—An old town, with a population of 5000, handsomely situated between two hills. The Donjon Keep Castle, and Hotel de Ville are the only objects of attraction within its walk. It cerries on a brisk trade in wine, and brandy, and is the seat of several manufactories for woollen cloth, leather, &c.

Mer.—A sweet village, delightfully ensconced in the midst of country house and villas. to Madaine de Pompadour.

Blois. -See page 248.

Leaving Blois, the railway wends its way through, and commands a view of a fine and fertile plain. It passes Chonsy, Ouzain, and Limeray, and reaches

Amboise. Inns: Lion d'or; La Boule d'or. An old town, situated on the left bank of

the Loire, with a population of 5000. Its principal object of attraction is the Castle, long the residence of the Kings of France, and the property of the late Louis Philippo. The gardens are well-kept, but it is the Chapel which will well repay the tourist's visit; it is one of the most exquisite specimens of the protusely florid Gothle style in France.

Departing from Ambolse, the railway is carried along the Loire to Noizay and Vernau.

Vouvray .-- Lere the railway crosses the Loire by a bridge to the left bank. Mont Louis being rassed, we arrive at

Tours .- See page 269.

Quitting Tours, the railway directs its course by the left bank of the Loire, passes St. Symphorien on the right-a pretty suburb of Tours, adjoining the sweet hamlet of St. Cyr, close to which, in a neat cottage, lived the poet Beranger- and arrives at Savonnières station, whence it proceeds on to Cinq St. Mars, while it crosses the Loire over a bridge of nineteen arches.

Cinq Mars .- Close to this spot is the very old and rather curious monument, known as La Pile de Cinq Mars, a square tower built of brick, whose history is lost in the night of ages. It was originally planacted on each side. It is ninety two feet high, and thirteen feet wide; and has on the south side the bricks arranged in twelve compartments. From the last station the railway passes through a country full of villages hewn out of a yellow chalk rock.

Langeais .- A small but pretty town, situated at the mouth of the valley which opens into the Loire. It has at its rear very many limestone cliffs, on the summit of one of which stands an old castle, from whose turret a magnificent view of the surrounding country can be had. The castle was built in the 12th century; and had celebrated within its walls the marriage of Charles VIII, with Anne of Brittany.

St. Patrice. - Adjacent to this is the Chateau of Rochecotte, the property of the Princess of Talleyrand, nince to the celebrated French statesman of that name.

The next stations arrived at are of no importance : La Ch. Loire, Port Boulet, and Varennes. Our route hence lies through a country remarkable for its large number of windmills, to be seen flapping and fluttering on the heights at either side of our route. Approaching Samur, we see, beneath the heights, the church of Notre Dame des Ardilliers. On its cupols is written a record, commemorative of the suppression of religious freedom by Louis XIV. Attached to this church is the Hospics de ia Providence, once a convent.

Saumur.-Inns: Hotel Budan, and Belvidere. A sweet and picturesque town, containing \$200 inhabitants. The town, seen from the river, looks Temarkably pretty. The quay is a very nice

Monars..-Here is the Chateau which belonged | one ; and has standing on it the Hotel de Ville, an antique building of white and black stone, made to serve the double purpose of market-house and townhall. Its castellated character, and beautiful Gothic ornaments, will repay a minute inspection. The Museum will be found in its upper story, and will present a very respectable collection of antiquities. Among its chief curlosities may be enumerated a Roman trumpet five feet long, and several Celtic remains. Its chief church is that of St. Pierre, which possesses nothing remarkable in connection with it. The church of Notre Dame, which is older, will rather interest the antiquarian and architectural student.

The castle stands prominently forward on the summit of a hill, rising above the town almost in a perpendicular position. It commands a brilliant view of the Loire and outlying country. The prosperity of Saumur was destroyed by the restoration of the Edict of Nantes, by which all the Protestants were expelled; and the population, which was 26,000, under the governorship of Mornay, the Protestant leader, became reduced to less than three fourths.

The Ecole de Cavalerie stands on the right hand as you leave the main street. Upwards of 3000 young men are here trained for the army. In the Rue du l'etit Mail one can yet discern the remains of the old fortifications, consisting of a prison house and two fendal towers. A house built by King René of Anjou, called the Maison de la Reine Cicile. stands in the Quartier du l'onts; but is so defaced, that no traces of its once beautiful and exquisitely ornamented front can be seen

Not far from Sauniur, on the south side, we see the Dolmen of Pontigne, one of the most perfect and largest Druidical specimens in France. kind of cot, measuring fifty feet in length, but yet built of only fourteen stones, the largest of which is 24 feet by 21 feet, and 2‡ feet thick. The road by which these Druidical memorials are approached, leads over a pretty bridge, and by the village of Bagneaux, near which they are to be found.

From here diligences go daily to Le Mans, Chinon, Cholet, Politiers, and Bourdeaux, to Neost and Sainte Rochefort.

The railway departing from last station, passes St. Martin's station and arrives at

Les Rosiers .- On the left, just opposite this place we see, standing on the top of a hill, the church of Gennes. We also see, on our route be-tween here and St. Mathurin, on our left the colossal convent buildings of St. Maur: historically interesting because of being the retreat of the learned Benedictine monks who, in 1621, compiled an im mense number of learned and valuable works. which have proved a treasure to literature

St. Mathurin .- Herethisrond leaves the Laire, and does not again join it for a distance of twenty miles. La Bohalle, Trélazé, La Paperie, places of no importance, are next passed. Below the latter we see the Loire split up with kinds of channels, by very many islands which are crossed by bridges difficult to pass under or over.

In our progress towards Angers, we see on our right the bridge Ponts de Ce, with a population of \$520, situated on the left bank of the Loire.

Angers-See page 244.

ANGERS TO NANTEE.—The railway from here runs parallel with the bank of the river. The first sta-

tions met with are Bouchemain and

La Pointe—This is rendered a very pretty spot by the large number of white villas and cottages, belonging to the inhabitants of Angers. Close to this spot the railway crosses the Maine. The Loire gets deep and large below its junction with the Maine, and its banks become higher and more precipitous.

Several unimportant stations are passed between here and Champtocé. They are as follows, and require no special notice: Les Foyes. La Poissonniere, and Chalons. Here, to the left, we see a beautiful eminence, surmounted by the ruins of

the convent of Cordilliers.

Champtoce-A small and pretty village, situated on the post road. Here are the ruins of the feudal castle once owned by the infamous Gilles de Retzstein de Laval, called Barbe Bleue-- the same who furnished the original of the well-known story called Blue Beard. His history is one of the most diabolical on record. Having impaired his constitution and fortune by excesses, he engaged an Italian magician to renovate them by magic. his suzerain induced him to believe -that a charm might be produced from the blood of infants and young persons, which would restore him to life and fortune. To procure the blood, numerous infants and young girls were ravished away, and murdered by the ruffian himself, to the number of 100. The country rose up against him. He was tried, found guilty, and burned at the stake at Nantes, confessing his crimes.

Ingrande—Ā small place, consisting of a long range of houses, standing on the line which formerly marked the boundary of Brittany and Anjon. Between here and Varades we see on the right Montrelais, where there are extensive coal-helds. On the left we see the hills of St. Florent, containing the large but disagreeable-looking rules of the Abbey of Mintiglonne, destroyed during the revolutionary fury; and immediately below it the church of St. Florent, at the side of which there stands a pillar to the memory of the Vandeau Garral Bouchamps, to whose mamory a marble monument is erected within the church. Between St. Florent we see an lafand, which divides the river.

Varades — Atown of 4200 inhabitants, remarkable as the spot where the remnant of the Vendéean army waited for their companions, on their crossing the Loire after their defeat.

Ancenia-Inn: Hotel de France.

A small town of about 4300 inhabitants, with the remains of an old castle at the water's side. To the left we see, standing on the summit of a hill, the ruined castle of Champtoceaux.

Oudon—liere we see on our right the black eight-sided tower of funder, five stories high, and a structure of the fifteenth century. Passing several dwarfish imitations of castle building, we reach

Clermont—Remarkable for its castle—one of the most beautiful ruins on the Loire, but without any historical associations. The somewhat rugged heights new give way to gentle undulations, which below Maures change again into a flat plain. Maures—Shortly after leaving here, the towers and steeples of Nantes are seen rising in the disvence. We pass Thouare and St. Luce stations; before arriving at

Nantes-See page 258.

# ROUTE 25.

# From Tours to Poitiers.

Distance, 60 English miles.

Tours—See page 269.

The railway, immediately after leaving Tours, crosses the Cher on a bridge 590 feet long; after which it is carried over the valley of the Indre by a viaduct 2624 feet long, 65 feet high, and 30 fees in span. On our way out of the city we see, at the end of an avenue 24 miles long, the chatcan dis, Grammont, once the property of the archibishop of Tours. Monts and Villeperduc are passed, and

Montbason arrived at a small town, very inconsiderable both in population and trade. The castle seen standing on the rock over the town, is the only object worth notice in connection with it.

Savigny—A place of no importance. On the left is the chapel dedicated to St. Catherina de Furbols, in which was deposited the sword, marked by five crosses, worn by the Maid of Orleans, Joan of Arc, who, it is asserted by the credulous, was inspired in her knowledge as to where it lay.

This part of the route has to be traversed overrivers and streams, on viaducts, and the ridges

dividing the different valleys.

St. Maure From here a road branches off to Chinon; and at Port-de-Piles we cross the Crome, not far above its junction with the Vienne. On our route from here to Les Ormes we pass, three mites distant on the left of our road, La Haye, where the celebrated philosopher Descartes was born.

Les Ormes—Remarkable for its chatean, the property of the family of d'Argenson. From here the railway directs its course in a parallel line with the river Vienne, in its passage through the stations Dange and Ingrande.

Chatellerault—inne: Hotel de l'Esperance, and Tête Noir.

This town may be called the Sheffield of France. It is rather a disagreeable place, situated on the right hank of the Vienne, and has a population of 95:00; 600 families out of that number are generally employed in the manufacture of cuttery. The duchy of Chateller and was given to the Earl of Arran in 1548 by Henry II., as a bribe to induce hun to consent to the manufacture in the infant Queen of Scotland, with the Danphist It afterwards became forf-fited to the crown, which it still remains an appendage.

Departing from here, the sullway crosses the Vienne, and passes the stations Barroa-de-Nistré and i.s. Tricherte ... the course of its ascent up the valley of the Clain, from which it passes through very beautiful and agreeable scenary, to

Poitiers .- See page 266.

From here to Bordeaux and Mort the railway is now open. See Time Table.

## ROUTE 26.

## Angouleme to Bordeaux.

Angouleme. -- See page 244.

Departing from here, the railway passes numerous small stations, and proceeds through a country protty fair in its scenery and aspect, to

Libourne -Inns. Hotelde France. De Princes. A town situated on the right bank of the Dordogne, with a population of 19,000. The town is pretty and well built, and is one of the free towns founded by Edward I.

A very delightful and interesting excursion can be made from here to St. Emilion, up the valley of the Dordogne-one of the oldest towns in France, as famous for its wine as for its antiquity. It stands in a cavine; and many of the houses in it can be said to be nothing more than caves cut out of the rock. Its old and called castle will attract attenthan by the singularity of its appearance. church and its cloister are also worth seeing. tillon lies twelve miles S.E. of St. Emilion; and three miles from the former place is the Château of St. Michel de Montaigne, the birth-place of Montaigne the essayist and philosopher. His house still exists there; and the room in which his library was, is yet preserved, and has inscribed upon the roof several Greek and Latin sentences.

The railway leaves Libourne, and takes its way through a very interesting country, rich in pasture and raral beauty, yet of so commonplace a character, as to require no special notice. The stations between Libourne are as follows, but all unimportant ones: Vayres, St. Sulplea, St. Loubes, La Grave d'Ambures, and Lormont, which is two miles and a hulf from

Bordeaux - See page 248.

### ROUTE 27.

### Paris to Toniouse, by Orleans and Limoges.

Rallway to Orleans,

For description of route between Paris and Oreans, see route 24.

Orleans to TouLouse,-Distance, 358 English miles.

The railway carries us on as far as Argenton, whence we perform the remaining portion of the journey by malleposte. Diligences start dally. The railway crosses the Letre by a bridge, and pursues its course in almost parallel proximity to the post-road, 6 Wering the tunnel of P'Allonet, 1236 metres long. It leaves the suburbs of Orleans through a country full of villages and sweet villas, stoses the Loiret by a bridge, close to which was Chateau of La Source. From here up to Vierzon, the ratiway passes through a country bleak undiremified, and monotonous, and certainly without any points of interesting scenery, arriving first at

La Perte St. Aubin-A small rillage. On the left of which is seen standing the Chateau of Lowendahl. The following unimportant stations are next passed:—Lamotte, Nouan-le-Fuzelier, Salbris, and Theiligy.

**Florzon.**...See page 270.

cheerless scenery just passed through, and enters the valley of the Cher, which is well cultivated, possessing many vineyards, and interspersed with some pretty scenery along its borders. We cross the Evre and Chur immediately after leaving Vierzon, and pass by Chery, Reuilly, St. Lizzigne, Issondun, and Neuvy-Pailloux stations, before arriving at

Chateauroux—See page 251.

From here we traverse a very dreary country as far as Argenton, a small village on the Creuse, and thence, passing some unimportant stations reach

Limoges—See page 256.

From here we are taken on by malleposte or

Travellers who desire to see a curious and remarkable church of the eleventh century, will find one at St. Junien, eighteen miles from Limoges. contains a curious altar and sarcophagus, curiously carved in white marble, in the Byzantine style.

At Boisseul, we pass on our left the ruins of the Castle of Chalusset, standing on a single rock, and serving as a curious specimen of the fortified castics

of the middle ages.

From here to Brives the scenery is charming. Landscapes, hill and dale, plain and valley, rich in luxuriant beauty, form its chief characteristics. The following towns are passed in the interval: Pierre Buftere, Beausoleil, and Uzerche, a pretty town, seated on a hill of conteal aspect, remarkable for its church. At this point a roud leads to

Tulle-Inn: Hotel de Lyon.

A song little town, with a population of 8200. The country in and about Uzerche is very pretty. No one can help being struck with the beauty of the surrounding scenery.]

Brives -- Inn : Hotel de Bordeaux.

A small town occupying a very pretty situation in the Valley of the Correge, and only remarkable for an old gothic house, and as being the birthplace of Cardinal Dubois and Marshal Brune. It is sur-

rounded by a maize and vine country.

Our road from here passes through rather a hilly country, takes in on its course a view of the castles of Nonilly and Turenne, the latter of which is located two miles east of the road, and is memorable as being the place of refuge of the great Condo's wife, where she concected the civil war of Guienne. Cressenac is next passed; and the visiter will be attracted by the large number of truffles flourishing about the village, and growing luxuriantly in the entire neighbourhood. We next see

Souillac, in the Dordogne, and cross the river, after which we ascend a steep hill, and see on our left the chateau and little town of La Mothe Fencion, the birthplace of Fencion, hishop of Cambray, and author of Telemachus. Our road now lies through a mountainous and barren country, up to Cahera, before arriving at which we pless Peyrac, Pont de Rodes, and Pelacuy, close to which is Muzat, and; more remote Bastide, remarkable as being the birthplace of Murat, created King of Naples, though only a steward's son. From here we descend into the Lot Valley by a long descent, Departing hence, the ratiway quits the bleak and and, if the day be clear, we can behold in the distance the dim outlines of the Pyrences, though 150 ; and may be ascertained, together with all other miles off.

Cahors-Inns: Hotel des Ambassadeurs, Trois Rois, and Hotel de l'Europe.

A very old town, with a population of 12,100the rhief place of the Department Le Lot. The streets are close and narrow, and the houses quite antiquated in their character and style of architecture. It was the place where Fencion was educated; and possesses only two objects of attraction -the cathedral, a noble edifice, and one of the bridges over the Lot, a building of the fourteenth century. It is surrounded by a wine country. La Magdeleine and Caussade are next passed, the latter situated in a fertile plain. It has a population of 5100, and is famous for a species of Turkey fowl. We next cross the Aveyron, and traverse a por-tion of the beautiful plain of Languedoc, arriving at

### Montauban-See page 257.

Leaving Montaubon we pass under a bridge into the suburb of Ville Bourdon, and onter on the grand route from Bordeaux to Toulouse, shortly before arriving at

Grisolies, whence we proceed through a plain of astonishing fertility, nearly alongside the Garonne, and arrive at

ST. Joist; and closing towards Toulouse, arrive at it over a bridge spanning the Canal du Midi, which joins the Caronne a mile or so to the right of the bridge seen in the suburbs-Arnaud St. Fernaid. On our left is an obelisk, which markst he central position taken by Marshal Soult at the buttle of Toulouse.

Toulouse-See page 269.

### ROUTE 28.

## Vierzon to Nevers, by Bourges.

Vierzon. -See Route 27, page 424.—The road, on its way from Vierzon to Foecy, passes the village of Les Forges, situated on the banks of the canal. It is one cluster of furnaces, and in the evening presents a very attractive appearance in its hurid giare of light. Foscy station is first met, after which the road goes on to

Mehun....Here we see the ruins of the castle in which (harles VII spent much of his youth in useless inactivity, and in which he ended his days by starvation, under the impression of fear lest his son should poison him. Marmagne station, a place of no importance, is next arrived at.

Bourges See page 242.—The reliway continues from here to Nevers, by stations of no importanec-Mouling, Savigny, and Merondes.

Nevers-See page 259, -- There is a Branch line from Le Guetin Junction to this place.

Le Guetin-From here there is a railway to Moulius. The stations passed are all unimportant, to Chartres and Laval; the terminus is situation

particulars, by a reference to the Table pages.

Mouling-sur-Allier-Inns: Hotel de Paris, and Lion d'Or.

A very cheerful town, with scarcely any objects of interest, and no trade. It contains a population of 15,250, and is the chief place of the Department d'Allier.

The Cathedral of Notre Dame is a building in the style of the 11th century, with a high choir, and vanity roof, exquisitely grouned. Its only objects worth notice are an old painting of the Virgin, and the two detached shutters, with the portraits of Pierre II., the Due de Bourbon, and his wife. In the Collegiate Church, the monument of the Duc de Montmorency, executed at Toulouse in 1632, will attract attention. It is a marble figure representing the Duke dressed in Roman armour, and in a reclining position, with his wife beside him, surrounded on either side by allegorical figures, representing Valour in the figure of Hercules, and Liberality in the character of a coarse female figure. The expression of the countenance of the Duchess is excellent; and the entire drapery of the figure beautifully executed. The Puke was executed for conspiracy against Louis XIII, and his Prime Minister Richelleu. His wife had his remains interred in the chapel, and got the monument crected. She became the Jady abbess of the nunnery connected with the church, and ended her days within the clidater walls.

Moulins is also remarkable as being the spos where Lord Clarendon, during his exile, wrote the history of the great tebelilon. It is also the birthplace of Marshal Villars and the Duke of Berwick.

the latter a natural son of James II.

An excursion can be made from Monlins up the valley of the Allier, through the Limagne, Clermont, and the volcante district of Auvergne. gences from here daily to Clermont and Montpellier, and also to Vichy.

Bourbon L'Archambault.-- A celebrated mineral watering-place, is 5 miles west of Moulins. It is a small town, and has only 3200 inhabitants. The waters, which are saline, are supplied by a hot and cold spring, called the Source de Jenas: and in the middle of the town there are baths for the accommodation of persons desirons of bathing, The picture-sque remains of the ruined castle will attract attention, as also the apex of the chapel. In summer the place is thronged; and diligences run daily from Moulins, passing through Savigny, a miserable little village five rulles from Mouling. and containing a Gothic church, which will repay & visit, it being the most remarkable in the entire province.

## ROUTE 29.

### Paris to Chartres and Laval.

Paris. See page 259. For information as to trains, &c., see Table pages.

There are two railways from Paris to Versailles." The one on the left bank of the Seine proceeds of

ated outside the Barriere-du-Maine. After quitting the station, the first places of interest seen on the right, beyond the new fortifications, are Gre-nelle and Vaugirard—and on the left Montrouge, famous for its quarries. Leaving the line of new forts behind, the railway takes a central course between the two detached forts, Vanves and Issy, close to which village we see the seminaire, still existing as the country seat of St. Sulpice; and it was the place where the mild and amiable Fencion was examined by the conclave of bishops known as the Conferenco of Issy. On the right we see Vanves, where there is a fine chateau, the suburban retreat of the college of Louis-le-Grand.

Clamart -- A sweet little village embosomed smong trees, on the left of the line. Its rustic beauty and sylvan quietness induced La Fontaine to make it his retreat; also the Abbés Delille and Condorcek Our road now leaves the deep cutting through which it hitherto proceeded, and sweeps over the plain of Val Fleury by a viaduct of two rows of arches 145 feet long and 108 feet high. During our progress over it we get a brilliant view of the Seine on the right, and of the chateau of

Meudon on the left.

Meudon-A small place remarkable for its splendid chateau, crected by order of Louis XIV the present chateau was fitted up and embellished by Napoleon for Marie Louise. Close to this is the spot where, in 1842, happened the dreadful accident that consigned so many human beings to a terrible death, by the breaking of the axle of a locomotive, whereby many of the foremost carriages were crushed, and thrown on the engine furnace, and 100 persons burned to death in about sighteen minutes. A chapel has been erected to commemorate the sad event, The railway now descends into a deep cutting, passing under the Mendon avenue, and arrives at

Bellevue -- A place of no interest or importance. Sevres -- A pretty place situated on the left bank of the river, and having a population of 4200. It is about six miles from Paris, and stands in the midst of two hills, on whose slope, at elther side, run the two railways to Versailles. It is celebrated for its china manufactory, which stands on the left of the road. It is a large building, and has in active employment 150 persons. visit through it will be well repaid; and permission can easily be procured from the directeur, M. Brongniar! The Forcelain Museum will immedistely attract the visiter's attention. It contains all the curiosities imaginable in the shape of earthenware and china, from all parts of the earth; and also specimens of all the productions of the establishment since its foundation. The elegance of the manufacture, and beauty of the painting of the Sevres ware, cannot be surpassed. Here also the manufacture of painted glass has been brought to a considerable degree of perfection. There are two entrances to the Park of St. Cloud from the town. From here the railway enters into a deep cutting, and arrives at

Chaville-Whence it starts off to Viroflay. Here the line to Chartres diverges to the loft.

from Viroflay, and passes by the unimportant stations of St. Cyr (where is the Ecole Militaire), and Trappes. La Verriere and Lartoise stations are next passed, and we arrive at

Rambouillet-A rather heavy and monotonous town, with a population of 3200. Its château is the chief object of interest, and only so because of its historical associations, as the place itself is nothing more than a disagreeable structure of red bricks, flanked by towers of stone. It is now a school for officers' daughters; though for a lengthened period the residence of the French kings up to the days of Charles X., who here signed his ab-dication of the throne in 1830, together with the Duke d'Angoulème. Quitting this station, the railway passes through a country hilly and varied.

Epernon-A small place, nicely situated, with 1800 inhabitants. It occupies a very pretty position on the banks of the Guesle, and has old towers.

Maintenon-lasituated between the aqueduct. now in ruins, and the beautiful viaduct, sixty-five feet high, and having thirty-two arches. The château on the margin of the Eure is its only object of interest. The valley of the Eure is crossed by the ruined aqueduct above alluded to.

Quitting this last station, the railway enters La Beauce, a beautiful and fertile plain, made up of some of the finest and most luxuriant corn-lands in France.

Jouy-Departing hence, we cross the Eure, and see the steeples of Chartres peering in the distance long before we reach the city.

Chartres - See page 251 .- Six miles from this last station is Bretigny, famous for the celebrated treaty of peace, signed between France and England in 1360.

I'rom Chartres the railway continues its course through the plain of La Beauce aheady alluded to. Passing Courville station, three miles south of this place, is the Chateau de Villibon where the illustrious Sully died. Pontgouin station is next arrived at, and the railway terminates at

La Loupe Laval & Sec page 24. Rennes-See page 266.

## ROUTE SO. Nancy to Metz, Porbach, and

Ludwigshafen. Distance-165 English miles.

Nancy. - See page 258.

The railway, leaving Nancy, proceeds on its course through a country possessing no objects of scenery that require special notice, and at about five miles' distance from Nancy crosses the Moselle. a little before arriving at Fronard, the junction with the Paris line, whence it proceeds on to Marbache and Dienlouard -places of no importance

Pont-a-Mousson-inn: Hotel d'Angleterre. A pretty town, situated on the Moselle, which is here crossed by a bridge: it has a population of tere the line to Chartres diverges to the left.

Verwaifies —See page 270.

The railway to Chartres proceeds on to the left school. The old house, called Maison des Sep Pschés Capitaux, situated in the Square, deserve a visit. The next stations passed are places of an importance, and are as follows:—Pagny, Moveaut, and Ars.

Mets .- See page 257.

From Metz to Forbach the scenery is pleasing, and in many instances pleuresque, but allogether devoid of objects of interest. The next stations are—Peiter, Couroelles, Reuilly, Herny, Faulquemont, St. Avold, Houboury, and Cocheren.

#### Forbach .--

Forbach is situated on the frontier of France, and has a population of 4,300.

Diligence and Malleposte hence to Mayence, accomplishing the journey in ten hours.

Metz to Treves,—Schnellpostes daily perform the journey in fifteen hours.

Forbach is the last station within the French frontier. The next arrived at is—

Saarbrucken.--Here is the Prussian frontier, and the Custom-House, where passports and baggage are strictly examined

Rohrbach, and the adjoining country here, as well as that surrounding Bexhach and Neumkirchen, is celebrated as a rich and productive coal-field. Leaving here, the railway proceeds through a country possessing no particular objects of interest, and arrives at

Homburg, a small but clean town, with a population of 3000. Its only objects of attraction are the fortress on the Schlos-Berg, (amous for its historical associations connected with the tidity years' war; and a very pretty church, though quite a modern structure.

From here, omnibuses go to Zweibrücken daily. The next station is Bruchmühlbach, a place of no importance.

Leandstuhl —A small town, containing a population of 1500. The ruined castle of the Counts of Sckingen overhang the town: it was partly hewn out of the rock, and had walls twenty-four feet thick: in it the chivalrous Franz Von Sekingen lost his life, on May 7th, 1523, having been grievously hurt by a failing beam. His bones rest behind the altar of the Roman Catholic Church. Part of his mounnent, a mutilated status of a horseman, stands at the bettom of the tower, another part, with the epitaph stands behind the high after.

Nothing of interest is met with on our route from here to

Kaiserslautern-Inns: Donnersberg, Bairvherhof, and Post.

Pretrily situated, between pleasant hills, and containing a population of 6,400 inhabitants. The town is a very old one, and is almost reduced to ruins. A castle was built here, in the twelfth century, by the Emperor Barbarossa, which was separated from the town by its fortifications, but it was destroyed in the war of the Spanish succession.

Raiserslautern occupies an excellent position for trading purposes, and encourages considerable ersollen manufactories, and is the seat of the central prison of the Ehrnish circle.

From Kaiserslautern to the next station there is nothing met with desorving special notice. The following stations are passed:—Hochspeyer, Frankenstein, Waldenthal, and Lambrecht.

Neustadt.—Inns: Post, and Goldener Löwe. Is situated at the foot of the Hardt Mountains, and though not particularly attractive, is yet rendered very picturesque-looking by its position. It is a very old town, and contains a population of 8,200. In its church, which is a building of the fourteenth century, there are very many curious monuments of the Philzgraves. It is the centre of a most interesting neighbourhood, abounding in ruined castles, whose dismantled battlements, moss-grown and try-covered, with the wild-flowers growing in their fissures, appear interesting and picturesque in the extreme.

From this place, the Railway to Landau and Strasburg branches off.

The reilroad, quitting Neustadt, proceeds through a spleudid country, famous for its vineyards and the rich wines which they supply. Nor is it uninteresting to geologists, who will be attracted by the basalt cruption proceeding from Pechstein-Koof mountain.

Hasloch .-

Bohl. Schifferstadt. -- From this point branches off
the railway to Spires.

Matterstadt is passed before arriving at Ludwigshafen, opposite Mannhelm.

## ROUTE 31. Roanne to Lyons.

Roanne -- See page 267

We cannot recommend this Route to English travellers, particularly that portion of it between Reanne and St. Etienne. It is merely a line fit to convey coals and merchandise, and is not suitable for travellers.

The railway, on leaving Roanne, is carried up the Rhone valley, and pursues almost a paraliel course with the post-road leading to Lyons, up to the station St. Symphorien, which is arrived as shortly before we pass the station l'Hopital, where the nost-road to St. Etienne turns off.

Neulize.-Shortly after this the post-road rejoins our route, and it and the railway run parallel with each other up the right bank of the valley of the Loire. Balbigny station is next passed.

Pours is located on the spot where once stood one of the most important cities in Gaul, called

Forum Segusianorum. It has a population of 2300; and has in its vicinity very many ; memorials of Koman dominion, &c.

Montrond -A village one mile and a half from the railway, on the great bank of the Loire, crowned by the rulns of a majestic castle, is next medwith; after which we pass St. Gaintier and La, Renardiere, and arrive at

St. Etienne-See page 267.—The listance from here to Lyons is 35 English miles.

Departing from St. Etienne, the railway enters a tunnel narrow and flat, and only permitting one line of rails. It traverses this tunnel which runs under the village of

Terre Noire .- Between here and St. Chamond, a bridge separates the waters flowing to the Mediterranean by the Rhone, from those going to the Atlantic by the Loire.

St. Chamond-An industrious and manufacturing town, with a population of 8300, famous for its staylace productions. Besides this, it is the seat of s considerable number of furnaces and silk manufacturers' establishments.

The railway now goes through a coal country, passes Grandecroix station, and arrives at

Rive de Gier-A prosperous and rising town, situated on the right bank of the Gler, with a population of 12,200. Its chief source of wealth arises from its coal-fields, which are explored by more than forty coal-mines in the vicinity, worked by steam-engines. The glass works here alsothe property of an Englishman named Jackson -are invaluable sources of wealth; beskles, there are many manufactories of engines, and several vik works.

From here the rallway takes its course through a country giving evidence on every side of its thriving industry. The tall chimneys are appearing like giants in all directions, putling forth volumes of smoke that make the scene resemble the country about Manchester or Bolton.

Refere arriving at Olivers we pass Corren and Burel stations; and the rallway leaves the valley of the Gier, and again approaches the side of the Rhone.

Givors-An industrious town, abounding in manufactories of iron and glass. Its population is about 5500; and it is situated on the right bank of the Rhone, at the point where that river receives the waters of the Canal de Givors and of the Gier.

From here the way leads through a country vasled in picturesque beauty; passes the unimporfant stations of Grigny, La Tour, Vernaison, Irigny, and arrives at

Guilling, previously passing through several small tunnels and cuttings. A pretty place, con-sisting nearly altogether of the country residences of the merchants and gentry of Lyons.

Lyons - See page 256.

### ROUTE 32.

## Montereau to Treves.

Distance-62) English miles.

Montereau. - See ronte 22 page 417.

The railway directs its course through the beau-

Chatenay, Vimpelles, Les Ormes (where there is a Refreshment Buffet, and whence diligences go on to l'rovins), Hermé, and Metz-ali places ef no importance.

Nogent .- Inns: Cygne d'Or, and Cygne de la Croix.

A small town, situated on the left bank of the Seine. It has a population of 4000, and is fast rising into importance. The He des Ecluses, joined to either bank of the river by stone bridges, divides the town into two parts.

The church of Nogent will attract attention: it is a pretty Gothic building, of the fifteenth century, crowned by a splendid tower. There are to be found very pretty walks in all directions of the town.

The remaining stations between here and Troyes. are all unimportant, and may be ascertained by a reference to page 40.

### ROUTE 33.

### Paris to St. Quentin.

For description of Route between Paris and Crell, see route 18, page 413.

Creil-See page 252.

Distance, 42 English miles.

Pont St. Maxence .- A very pretty town, situated on the Oise. The road passes the forest of Chantilly on our right. Coaches also travel from here and Creil to

Senlis.-- Inn : Grand Cerf.

A town of considerable industry, divided into an old town and three modern divisions. It has a population of 5200. The usual fendal indications of ramparts mark out the old town, whilst the three modern suburbs are indicated by the milis and manufactories to be seen scattered through them. T'e l'ort de Meaux, and the l'orte Bellon, will interest the mitiquarien. In the old town are the remains of the castles in which may yet be distinguished the chapel and hall.

The cathedral is a grand, though small building of the 12th century, surmounted by a spiendid tower. In the vicinity about Senks, there are several other ruined churches deeply interesting, among which are the ruins of the Abbey Chaalis, whose Gothic fragments will greatly delight the lovers of that particular species of architecture.

Villeneuve-sur-Verberie-On the left. at a little distance, the river Oise runs parallel with our course.

Compleane-Ins: La Cleche, and Le Lien. An unpicturesque town, situated on the left bank of the Oise, with a population of 9000. It was here the military stores and ammunition of the Remans was kept; and it was for a lengthened period tiful and fertile valley of the Seine, and passes the favourite residence of the kings of France.

The royal palace is a handsome building; and is historically remarkable as being the palace in which Napoleon received Marie Louise his bride. It was also a favourite retreat for Charles X. It is surrounded by very pretty gardens, approached from the forest by a long avenue 4800 feet long. The façade, facing the forest, is very fine.

The Hotel do Ville is of the Gothic style of architecture, and its turrets and tower will interest the visitor.

The church of St. André is a specimen of the pure Gothic style of the 13th century.

Complegne is historically remarkable as being the spot where Joan of Arc, the maid of Orleans. was taken prisoner, and delivered up to a captivity which ended by the infliction of a cruel death on her Whilst endeavouring to protect the fugitives in their efforts to escape beyond the gate, on their retreat before the enemy, she was taken by an archer of Picardy, by whom she was delivered up to John of Luxembourg, and sold by him to the English. The exact spot on which she was captured is still pointed out; it is close to the old gateway of Vieux Pont.

From here diligences run to Soissons.

From here the line of road proceeds through the Chauny—A very old town, with a populate Olse, following its right bank by Thourotte and 5,300, situated partly on an Island in the Olse. St. Quentin.—See page 268,

Noyon-See page 259 .-- From here diligences go daily to

Ham-Inns: Hotel do France, and Cornet d'Or.

A town situated on the Somme, and having a population of 16,800. It is the seat of a fortress, and its citadel has been very much strengthened: It is used as a State prison. Its donjon keep is 100 feet high and 100 feet wide, and its walls are thirty-six feet thick. It was in this fortress the present Emperor of the French was confined, after his attempt on Boulogne. Here he remained a prisoner for six years, and only escaped in 1846, in the disguise of a labourer bearing a plank of wood on his shoulder. It was erected in 1470, by the Comte de St. Pol, who was atterwards put to death by Louis XI,; and served also us a State prison for the Prince de Polignac, and three other ministers who signed the Ordonnances of July, 1830, in the reign of Charles X. Cabrers, the Chartist, was also confined here.

The church has a good choir, carvings of Scriptural subjects, and, on the whole, may be said to be an interesting building.

Appilly is next met with, after which we arrive

Channy-A very old town, with a population of

## RUSSIA.

RUSSIA is a vast and mighty empire, situated partly in Europe and partly in Asia, between 43° and 70° North latitude, and 15° and 65° East longitude. Its greatest extent from the southerly point of the Crimea to the north coast of Lapland, or the mouth of the White Sea, is 1,720 miles, and from the western border of Poland to the 60th meridian, along the 528 parallel, 1,791 miles. The superficial area exceeds 2,006,000 English square miles. The entire of this large territory belongs to the great plain which extends through the middle of Europe, from the German Ocean to the Caspian Sea and the Ural Mountains, with the exception of Finland, the Great Lakes, and the White Sea.

In Climate, that of Russia is of an extreme character, the winters being colder, and the summers warner, than in the corresponding latitudes of western Europe. The Spring, however, is mild and temperate in the south, though the summer is of long duration, with oppressive heat and little rain. Autumn sets in rather late, and the winter is short, with little snow, though sometimes cold and severe. The middle region, extending from 50° 8′ to 57° 2′, has a rough winter, and, in the more northerly region, it is long and severe, during which travelling is practicable only on deduges over the frozen snow. At 88. Petersburg the duration of winter ranges from the end of September to the beginning of May, when winter all at once disappears. In the Arctic region, extending from 67° to 74°, the climate is very rigorous in winter, and warm in summer.

Geology and Mineral Productions —The predominating formations are the tertiary

and alluvial, the older formations being less frequent.

Soil and Vegetation.—There is a vast tract of country, about 796,000 square miles, which possesses a peculiar and rather remarkable soil, consisting entirely of decomposed vegetable matter, which forms a stratum varying in thickness from three to five feet. A great part of Western Russia is sandy, and intersected by extensive marshes and bogs. The intiddle region, extending from 50° to 70°, is the wealthiest and most densely peopled portion of Russia, and consists of wide, open, undulating plains, with very slight elevations to break the monotony. The Russian forests are the most important of her vegetable productions, not only from their enormous extent, but from their supplying in profusion timber, far, pitch, potash, and tarpentine, which form a principal part of the commercial exports, and also finel, in a country nearly destitute of that commodity. The population of Russia is about 60,000,000, divided into 41s great classes—nobles, clergy, entizens, peasants, serfs, and slaves. Education is subject to the direct control of the Government.

Administrative Divisions.—Russia, in Europe, is divided into forty-seven Governments. This does not include the sort of Military Republic of the Don Cossacks, or the Orand Duchy of

Finland, which have a separate Administration, and the Kingdom of Poland.

## PORMALITIES

# To be observed by Foreigners on Entering Russia, and on Departing from the Empire.

Every Foreigner, upon his arrival in Russia, must have a Passport duly authenticated, which he may be able to present to the proper authorities of the first government on his road, in order to deliver to him his l'assport and get a ticket for his journey that he may be able to prescute the same into the interior of the Empire. This ticket must be renewed in every government town through which he passes; and on his arrival at the place of his destination, he ought again to present himself before the respective civil governor, in order to have this ticket exchanged for a permission of residence. If the traveller only intends staying a short time in Russia, he may dispense with the billet of residence, and get a contra mark, which will enable him to stay one or two weeks. A billet of residence coats from four rubles and three kopeks to nine rubles and four kopeks, according to the rank of the person. In both the metropolies of the Empire, viz., Moscow and St. Petersburgh—his permission, or ticket of residence, is to be obtained at the Address-office for Foreigners (Bureau d'adresse pour les ctrangers.)

Every Foreigner who wishes to leave Russia must present a petition to that effect to the Military Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor, Governor

with which he coursed the frontiers of the Empire.

The Passports for departure delivered to Foreigners on the governments of the frontiers, are valid for the term of three weeks; and those from the governments of the interior for three months. After the lapse of this term, these Passports must be revised by the Governor, in order to enable the Foreigner to pass the frontiers of he kimpire.

Books .-- The traveller must bear in mind that all Books are examined by a committee of censure, and flone are admitted unless they have been previously approved.

BANK NOTES.—Foreign Bank Notes are prohibited, they are selzed and returned to the owner when he leaves the country. Travellers must not provide themselves with Russian paper money before they enter the country; they expose themselves to loss by doing so. When such notes are discovered (and the pocket book is frequently looked into) they are destroyed, being considered as forgeries.

The traveller should be careful not to use newspapers for packing purposes, as the Custom House officers clear all away, fearing the entrance of forbidden literature.

### St. Petersburg.-Horris:-

St. Petersburg, De Russie, Des Princes, Hotel de Paris, Hotel Kaiser, and Dennuth's Hotel. English lodging house, M. Spinks', on the Galence. English boarding house, very clean and mod rate. Miss Benson's, excellent in every respect; Interpreter and Commissioner, John Shaft.

This splendld city, the metropolis of the Russian empire, is seated on the river Neva, near its entrance into the Gulf of Finland: the entrance to it by water is the most beautiful. After passing Cronstadt, (which is distant 17 miles,) with its forests of masts, towers, and forts innumerable, we come in sight of the palace of Peterhoff, in its well wooded park. After a couple of hours' sail the traveller arrives in the Neva, passing some majestic buildings, with the golden spires and domes of the city, and he is soon landed on the Quay, near the Acudemy of Arts. So late as the beginning of the last century, the ground on which the city now stands was only a vast morass, occupied by a few fishermen's huts. Peter the Great first began this city in 1703. He built a small but for himself, and some wretched wooden hovels. In 1710 the Count Golovkin built the first brick house; and the next year the Emperor, with his own hand, laid the foundation of a house of the same material. From these small begianings rose the imperial city of St. Petersburgh, which is now one of the handsomest in Europe. and contains a population of about 600,000 persons. The streets in general are broad and spacious; and three of the principal ones, which meet in a point at the Admiralty, are more than two miles long. The Nevskoi Prospect is the Regent-street of St. Petersburgh. It is nearly three miles in length, of great width, has most elegant shops, palaces, churches, &c. on each side, and is the great artery of the city. Out of this street there is a large arcade or bazaar, very similar to the one at Brussels. The Kazan Cathedral, in this street, is a noble edifice of its kind. Two circular colonnades, similar to those in front of St. Peter's at Rome, lead to the entrance of the church, which is adorned with colossal statnes. In the interior are fifty-six marble columns 52 feet in height, each one hewn out of a single block of marble. Walls and flooring of the same,

all beautifully polished. There are here some choice paintings; but what attracts the eye most is the balustrade, pillars twenty feet high, beams, picture frames, &c., before the sanctuary, all of which are of solid silver, and highly polished. Our Lady of Kazan is covered with jewels of immense value; and the silver before-mentioned was a present to the Holy Mother, so called, from the Cousacks, after the campaigns of 1812-14. "Isaac's Church was commenced a century ago by Catherine II.; but it is in the present Emperor's reign that it has become what it is. The foundation alone cost upwards of £200,000. Fabulous sums are mentioned as the cost of this beautiful church; sums as high as £16,000,000, or £17,00,0000. Enormous as these sums are, the stranger is not disposed to doubt them, when he considers the nature of the ground, the scarcity of skilled labour, and the cost of matarial. Like all other churches here, it is built in the form of a Greck cross, of four equal sides. The pillars at the entrance are sixty feet high, and have a diameter of seven feet all magnificent, round, and highly polished granite monoliths from Finland. The cupola is covered with copper, overlaid with gold, for the gilding of which forty-two measures. equal to fourteen English bushels, of duests were melted down. The Altar wreen is of immence value. The whole edifice is surmounted by the farseen golden cross, which, with the cupola, glitters like the sun over a mountain.

Within the walls of the fortress is the Cathedral of St. Peter and St. Paul, in which are deposited the remains of l'eter the Great, and of the successive severeigns, except Peter II, who was buried at Moscow. Among the noblest monuments of Petersburgh is an equestrian statue of l'eter the Great, in bronze, erected by Catherine II. in 1742. It is of colossal size, and stands on a huge pedestal of granite. The column of Alexander is also a splendid monument. We should also recommend a visit to the Winter palace and the Marble palace, both situated on the Russian Quay, the Michaely palace, the hut of Peter the Great, the Hermitage, in which is a large collection of paintings, which can be seen daily. The mansions of the nobles are vest piles of building, furnished in the most elegant style, and situated chiefly on the south side of the Neva either in the Admiralty quarter, or in the suburbs of Livonia and Moscow, which are the finest parts of the city. The views upon the banks of the Neva exhibit the grandest and most lively scenes imaginable. That river is in many places as broad as the Thannes at London; it is also deep, raphi, and as transparent as crystal; and its banks are lined on each side with a continued range of splendid build-

On the North of the fortress, the Academy of Sciences and the Academy of Arts are the most striking objects. On the opposite side are the imperial palace, the Admiralty, the mansions of many of the nobility, and the English line -- so called because it is mostly occupied by English merchants. In the front of these buildings, on the South side, is the quay, which extends more than three miles. except where it is interrupted by the Admiralty; and the Neva: all along that space has been embanked by a wall, parapet, and pavement of hewn granite. The literary and scientific institutions are numerous; but the most important is the University, founded in 1819. The Museum, in the Corps de Mines, has the finest mineralogical collection in the world-emetalds, amethysis, &c., of large size; a block of malachite, 4000 lbs. weight, valued at £19,000; a lump of gold, 80 lbs. in weight. Romanoff's museum, Asiatic museum, and the imperial library, are all worthy of a visit.

The Botanical Gardens, on Apothecary's Island, sre well worth a visit, the palm-houses being the finest to be seen anywhere. The datchas, or country villas of the nobility and merchants, attacted on these islands, are all built of wood, in every variety of style and colour, all detached, and standing in their gardens and groves, with balconies, hothousos, and statues.

In the Taurida palace is the largest ball-room in St. l'etershurg, and to be half a mile in cremniference; on one side of which is the Winter Garden, or conservatory, the whole longth of the palace, divided from the ball-room by a row of magnificent marble pillars, but otherwise roofed in, and forming part of the saloon itself. Enormous chandelies, and silver tranches for lights encircling the pillars, with the plants and trees in the conservatory also turned into candicaticka, hold upwards of 20,000 wax lights—which, with the statuary in this year room, must make an entertainment here one of the finest aights in it; a world.

The Winter Palace, however, is the grand building, and is of itself worth a visit to St. Petersburgh. It was commenced in 1754, and finished in 1762, for the Empress Elizabeth, and is the most splendid and largest royal edifice in the world. It is built on the banks of the Nova; its front.—700 feet in length—is three stories high, and is nearly square. When the unperor is residing in the palace, upwards of 7000 persons inhabit the building. The Empress's reception room, or golden salona, has its walls entirely covered with gold, and the white saloon has all its decorations of pur white, relieved only by gold. The throne salon, or St. George's Itali, surpasses everything for grandeur and beauty, and is 140 feet long by 60 width. The Hermitage is oonected with the

Winter Palace, and was built by the Great Catherine, and is a most luxurious retreat. The collection of paintings occupies about forty rooms, and is of immense value. These galleries alone would take weeks for a careful inspection. Three or four rooms are entirely filled with jewels and articles of vertu, and the ground floor with statuary-all of which collections are continually increasing. Here also is the Museum of Peter the Great; all the lathes and tools he used, and various articles of his own manufacture. The Hermitage is generally open daily. Admission is gained by ticket from some resident merchant, or by paying one rouble to the porter. Visitors are recommended to go immediately the doors are open (10 a.m.), take a little lunch with them, and stay till the close (4 p.m.) This collection is very rich in Dutch, Flemish, Spanish, later Italian, and French masters. There also some very fine manuscripts and illuminated missals, and a collection of antiquities.

One of the most pleasant promenades in the city is on the Cavairy Boulevards, leading to Isaac's Church, one mile in length, and perfectly level.

Of the charitable institutions, the principal arethe Foundling Hospital, the Sailors' Hospital, the Lazaretto, the Asylum for the Blind, the Asylum for the Deaf and Dumb, the Hunane Society, &c. The manufactures are various, and some of them of considerable extent; and the commercial intercourse is important, from its extensive communication with the interior, this being the only great maritime outlet in the Gulf of Finland. The principal exports are hemp, flax, skius, leather, iron, tailow, &c.

Sinall screw steamers are continually plying from the city to the islands, and there are a great number of bridges crossing the rivers, all of which are built on boats (some of them nearly half a mile in length), except the new bridge, which is built of iron, has seven arches, and cost one million and a quarter steriling. This bridge was finished about two years ago, and is a magnificent structure.

THE ENVIRONS OF ST. PETERSBURG.

The palace and town of Peterhoff are beautifully situated, at a distance of about fifteen miles from the city, the view from which embraces the whole of the Neva, from Cronstadt to St. Petersourgh, and the shore of Finland beyond. Steamers ply every four hours; and on Sundays and holidays; it is a favourite resort, as, on those days, the fountains, which are equal to Versailles, play from five to nine o'clock in the evening. A magnificent jet d'eau, eighty feet high, comes from the colosal gilt figure of Samson, in front of the palace; and on the sides of a canal, which runs from this into the sea, are numbers of fountains and figures. The grounds and pak are well kept, of great extent, and very beautiful for such a high latitude.

Routes from England to 5t. Petersburg.—From Hull or London to Hamburg; thence by rull to Lubeck, and by steamer from there. Or the traveller may proceed by rull from Osteria Calais to Stettin; thence by government steamer, which plies weekly, in about two and a half or three days.

New Routes to St. Petersburg, -- Over

and route via Tonning and Flensburg-Royal. Lands Raliway.—By steam to Tonning see alphabetical bit of steamers, thence by the Royal Danish Rollway to Flensburg; distance, 35 English miles. From Flensburg by steamers constructed expressly for the navigation of the Bultic to St. Petersburg, in 72 hours. These vessels land passengers and lischarge cargoes at the quays of St. Petersburg; has avoiding the delay and annoyance of change of boats and transhipment of goods at Cronstadt. The most remarkable features of this route are, the saing of 400 miles sea navigation for passengers, and the saving of the Sound dues for goods. A reference to the map of the North of Europe will show at a glance the facilities which this onte offers to shippers of goods, and the shortends sea voyage to passengers.

Travellers to St. Petersburg from Copenhagen, it they have time, or dread the sea, will find the route through Sweden a very agreeable va icty to the monotony of a sea voyage; the steamer is generally taken to Getheborg (or G tienburg), then by the Gotha canal to Stockholm, steamers go tolerably frequently from Stockholm to St. Priersburg; the traveller by this route has the advantage of seeing Abo, Helsingfors, and Revel, and arriving at St. Petersburg in 41 days from Stockholm.

### Tsarsko Selo,-Stat.

The visitor to St. Petersburg should not omit going to Tsarsko Selo (by rail). There is a hugg-place built by Catherine II outside. He will see the traces of the profuse gliding she indulged in. Inside are many interesting rooms. One is based entirely with amber, the gift of Frederick the Great. The grounds are very extensive, containing some of the best timber in Northern Russia. They are kept with great care. In them is a sarden of choice flowers. There is also an armoury outsiding rich suits of armour, fire arms, and jewelled saddle cloths. There is also a managerie, a dining house, and a frigate on the lake for the Grand Duke.

From Tsarsko, take drosky to Pavolski, 3 miles, to the Grand Guke Constantine's Park. This is very beantful; the ground undulating, well-wooded and watered. At the railway ferminus is a tery excellent band, lead by Stransa. It plays very evening during the summer; but there are ortain fashionable evenings, which the visitor can secretain from his landbord. Refteshments may be obtained. They are good but dear. English &e, 2 roubles the quart bottle; porter, 1.50 do. Trains return at convenient heavs.

Moscow.—Horsis:—Hotel Billo, very clean; Landies, doar and dirty.

Moscow is the metropolis of the empire, though but the seat of government. It is a large city, rebularly built, on the Bunks of the Moskva, 400 miles in the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of the season of t

Russia by the French, under Napoleon. On the 7th of September the battle of Borodino took place. at which the French were victorious; and the Russians retreated, leaving Moscow to its fate. The city was set on fire by the governor, Count Rostopehin, and was in rains when the French entered it. on the 14th of the same month. In the fire 30,000 sick and wounded soldiers perished. This conflagration destroyed more than three parts of the town; but it is now all rebuilt, and its im-provements considerably added to. The city is divided into five divisions - the Kremlin, containing the uncient palace of the Czars, where Peter the Great was born; the Kithagorod, containing the university, the printing house, and very many valuable buildings; the Bielgorod, or White Town; the Semliangorod; and the Sloboda, or suburba Its churches are worth a visit; and it is crowded with palaces, monasteries, arsenals, museums, and other public buildings, representing the various styles of architecture - Greeian, Gothle, Italian, Turtar, and Hindoo-rude, fanciful, grotesque, gorgeons, magnificent, and beautiful, overtopped by upwards of thirty gilt enpolas. The Cathedral of the Assumption, founded in 1325, and rebuilt in 1472, is decked out with gorgeous and extravagant ornaments. In this church the Emperors are invested with the ancient crown of the Czars. Towering far above all other objects is the tower of Ivan Velek, or John the Great. It is 270 feet high; and contains thirty-three bells, the largest of which is more than 124,000 lbs. weight, English. They are decidedly worth hearing, as they toll on Sundays and festival-days. The Great Bell of Moscow, cast in the reign of the Empress Anne, and weighing 443,772 lbs., has been recently raised from a pit, in which it was sunk for a century, and placed upon a pedestal. Though now cracked and useless, it is yet a great object of veneration with the Russians. Moseow is also the seat of many scientific and literary institutions, and is the centre of a vast inland commerce. The population is about 350,000. A railway communication is established between St. Petersburgh and Moscow. It is about 400 miles long, 300 of which passes through a wood. About sixty miles west of Moscow is Borodino and Moyarsk- the scenes of two desperately contested and sanguinary battles between the French and the Russians, in 1812.

Exclish Church in the Tehernicheffskoi Perceulok. Service at 11 a.m. Books provided.

DROSKIES. -- The traveller should get his landlord or a friend speaking Russ to make a burgain for him, before he takes a drosky any distance.

GENERAL OBSERVATIONS.—The traveller will, of course, first of all go to see the Kremilin. He will find it a hill in the centre of the city, surrounded by a wall, and pierced by several gates. If he passes through the Red Piace, he will see the Gate of St. Nicholas to the right, and the Holy Gate or Spoas Varots to the left. Over the gate is the miraculous picture of the Virgin; and the vision must remember to pass through uncovered; but if his actuples will not allow him to uncover, he had better try another gate, as here there is a soldier.

posted to enforce obedience at the point of the hayonet. Before entering he will see to his left the famous church of St. Basil. From the terrace of the Kremlin a very good view is obtained. Proceeding through the Sposs Verota, the stranger finds on his right a square in which are the principal churches which should be visited. Close by is the palace, with its hundsome suites of rooms and its noble balls of the orders of Str. George, (white) Vladimir, (1ed) Andrew, (blue). The visitor is connected from these halls to the dining-rooms, used only at coronations, and thence to the Council Hall of the Partriachs. Near this place is the treasury, in which is a rich store of gold and silver plate, countless jewels of great value, state coaches, and arms. Singularly enough, though the Russians suffered so much by Napoleon, his is the only marble statue in the treasury. Near this building is the Assenal, with its trophy guns, and the Senate House.

Visitors should by all means gain the views of Moscow from the Tower of Iran Veliki in the Kremlin, from the Seminoff Monastery on the east, and from the Sparrow Hill on the south.

CONVEYANCES.-Railway to St. Petersburg (460 miles.)

Odenna .-- Hotels: -- Hotel De L'Europe, said to be the best.

HOTEL DE RICHELIEU, in the busiest part of the

HOTEL DE ST PETERSBURG, having a fine view over the sea and port.

Is situated on the North-western coast of the Black Sen, and is a fortified seaport in the government of Kherson, founded in 1792 by Catherine II. The harbour is an excellent one, and principal portion of the town is built upon the top of a long range of cliffs, which commands a splendid sea view. A public walk, planted with flowering trees and shrubs, extends along the top of the cliff, having the governor's house at one end, the Exchange at the other, and a statue of the Duc de Richellen in the centre. The houses in the best localities are built of a soft, light-coloured stone, ant roofed with sheets of trute, or painted. Wool its chief branch of trade consists of grain. Wool is also fast rising into importance. The currying sends is partiring chieffy in Austrian ships. The and roofed with sheets of iron, or painted wood. Santinian, Russian, English, Grecian, Turkish, Swedish, and French vessels are also engaged in this trade. The inhabitants are chiefly Polish Jews, Italians, Greeks, and Germans, with a few French and English. It is a free port, and one of the cheapest towns in the world to live in. In it is a very important academic institution—the Richelien Lyceum-having attached to its foundations professorahips of tircek and the higher branches of scionce, together with natural and civil history. Its is examined,

chief imports are sugars and other coionial product cottons, silks, &c. The Cathedral of St. Nichol-will repay a visit, its interior being sunptuous decorated. Distance to Nicolaleff, about 80 En miles. Since the war, is as dear as St. Petersbur, which is the dearest town in Europe. Population 100,000.

Riga is situated on the Dwina, about five mile from its mouth, in the Gulf of the Baltic, called th Gulf of Itiga, or Livonia. It is a very strong town and is capital of the Government of Livonia. It: commercial position is very high, being next to that of St. Petersburgh. Foreign merchants carry on its trade, and those connected with the English Factory there enjoy the greatest share of the com-merce. Corn, hemp, flax, iron, timber, masts leather, and tallow, form the principal articles o export. There is a very large floating bridge over the Dwina, 2,600 feet long and 40 broad; this bridge is removed in winter, when the ice sets in The population of Riga is estimated to be about 68,000.

Saratov is situated on the right bank of the Volga, proverbial for the industry of its inhabitants, which has raised it among the principal of the Russian cities, and created for it a flourishing trade. It has some very excellent buildings; and is divided into the upper and lower towns, the population of which is about 36,000. It has a handsome archiepiscopal palace, several elegant churches, a large bazaar, a gymnasium, and an Ecclesiastical semmary

Cronstadt.-All vessels for St. Petersburgh stop at Cronstadt. Previ us to the travellers arrival here his passports have been given up to him, and they are of no further use till he shows himself at the Alien office, the sooner after his arrival the better; at Crons adt officers come on board and remain till the arrival of the boat at St. Petersburg

The stranger will not fail to notice the huge batteries which protect the entrance of the Neva, especially the new one now (1854) building, when the fortresses are passed he will see on the left the mole where lie the old men-of war in ordinary and where also vessels of all nations are waiting to discharge cargo, the river presents a lively scene here, and frequently many British steamers are lying at anchor.

Proceeding up the river some little distance, on the right may be seen Peterhoff, the summer home of the Imperial family; very shortly after the glittering domes of St. Isaacs, the Garrison Church. and the thin needle-like spire of the Admiralty are seen, and soon the steamer passes the bar. On the right may be notice ! Mr. Baird's iron works. an ! the government ship-building shed, on the left the Corps de Mines museum, and immediately after the steamer stops at the landing stage where, luggage

## POLAND

POLAND.—The Polish towns are nearly all built of wood, and miserable cottages or huts constitute the villages. The country is very fertile in corn; and supplies to a great extent both Holland and Sweden with that grain. It has also extensive pastures. Peat, Orbre, Chalcedony, Chalk, Agate, Cornelian, Onyxes, Jasper, Rock Crystaly, Amethysts, Sapphires, linbies, and even Dannonds, are found in Foland; as also Tale, Spar, Lapis, Calamanaris, Coal, Iron, Lead, and Quickelver. Leather, Fur, Henp, Flax, Sattpetre, Alum, Manna, Honey, and Wax, are likewise produced; and it is remarkable for the beauty of its breed of Cattle.

Warsaw.—It is built partly on a plain and partly on a gentic rise from the Vistula, extending with the suburbs of Kraka and Praga, over a vast extent of ground, and containing about 150,000 inhalitants.

The streets of this city are very spacious but illpaved, and the churches and public buildings are large and magnificent. The suburbs present rather an uncouth looking sapect, the houses being nothing more than mean, ill-constructed hovelsits productive industry represents the manufacture of woollen-stuffs, carpeting, gold and silver wirjacap, tobacco, &c. There are also several wholesale mercantile houses employed in the import and export trades. There are two great fairs held here yearly—one in May, the other in November. They continue for three weeks, after the isshion of those at Leipsic and Frankfort.

This city was besieged, in July 1794, by the King of Prussia, but he was compelled to raise the suege in September following. The Russians attacked the city in November, and took the suburb of Praga, after which the city at once surrendered, and was bando over to the King of Prussia by the Russians.

Warsaw was the Vice-Regal residence, and the place of meeting of the Pollsh Parliament up to 1883, when, the Pollsh insurrection being unsuccessful, the political existence of the Poles was annufulated; since which Poland must be tooked upon as a part of the Russian Empire. It is 170 utiles S. of Konigsberg and 140 E.N.E. of Brealau.

Cracow.—Situated on the left bank of the Vistala, 144 miles SW. of Warsaw, in a fine valley, with a number of fine buildings, but narrow, irregular, and ill-paved streets. In its cathedral—reduced as the finest and most interesting church in Pland—are the tombs of kings and great men of the country, from Boleslaus the Friscan and Cadmee the Just, to Joseph Poniatowski and Thaddeus Kowlusko. The university is one of the blest in Kurope, possessing a rich library and a betanic garden. It has a population of 25,000. The legislative power is vested in an Assembly of Pepnitics, chosen by the Communes and Executive, a a Senate consisting of twelve members, and a President, who is elected every year.

On a rock near the Vistula is the ancient Royal

Palace, surrounded by brick walls and old towers, which form a kind of citadet. The University is one of the most ancient in Europe, possessing a fine library, and a botanic garden. Cracow communicates with its suburb of Padgoze, in Gallacia, by a bridge across the Vistula.

Though the city and suburbs occupy a vast tract of ground, they scareely contain 26,000 inhabitants. The Great Square is spacious and well built, and many of the streets are broad and handsome, but on almost every building is the mark of ruined grandeur. The work of destruction was first commenced in 1702, when Charles XII. of Sweden took the city, and though his rule barbarism effected much Vandal desceration on the buildings and monuments therein, yet it had to suffer far more profanation from the Russians and the confederates. In the year 1794 the Poles, whose individual conrage remained unshaken, raised their standard at Chacow, headed by the illustrious Koschako; and notwithstanding the almost total want of regnlar troops, succeeded in driving a combined force of Russians and Prussians from before Warsaw. But the Russians, under Suwarroff, poured into the country in such numbers as to make resistence hopeless; and the insurrection received a deathblow from the less of Kosciusko, who was taken prisoner at the battle of Macziclowicz. Warsaw was stormed by Suwarroff, and 20,000 of its brave garrison and inhabitants brutally put to the sword. l'oland's last hour had struck! she was no more! Her king was sent a prisoner to Russia. The re-mains of Kosciusko's veteran bands distained to live under Muscovite dominion: they sought and found a home in the armies of France, and contributed by their valour to bring Napoleon in triumph to the Kremlin. Its independence, with 467 square miles of territory, was restored by the Congress of Vienna, and a sort of a Republic created, under the joint protection of liussia, Prussia, and Augtria, who exercise some partial authority in the legislation.

The monument crected to Koschuko stands on the west, about a league from the city, and consists of a large artificial tumulus, raised by the people in 1820.

Great changes have, since 1814, been made in its constitution.

# SWEDEN.

SWEDEN extends 1000 miles from N. to S., and 300 from E. to W. It is in general a very flat country; and from Gottenburg, in the W., to Stockholm, in the E., there is scarcely an acclivity to be seen.

It was formerly divided into five general parts:—Sweden proper, Gothland, Nordland, Lapland, and Finland, which were subdivided into provinces. The entire country is divided into eventy-three governments. The country is well watered by rivers (though it has scarcely a navigable one), by numerous lakes and inland pieces of water, on which the palaces and villas are usually built. In winter the cold is excessive, and in summer the heat is intense, but modified by the inhence of a very service air. In summer, all the rocks are quite covered with flowers, and the gardens plentifully abound in fruit. Horses, Cowa, Hogs, Goats, Sheep, Elks, Reindeer, Bears, Wolves, Foxes, Wild Cats, and Squirrels are the animals principally found in the country. In some parts are rich silver and copper nunes, and vast forests of timber-trees. Boards, Gunpowder, Leather, Iron, Copper, Tallow, Skins, Pitch, Resin, and Masts, are the principal articles of export. The inhabitants are of a strong and vigorous constitution. The Swedish houses are generally constructed of wood, and exhibit very little art in their crection. Turf generally covers the roofs in many places, and the goats may be seen browsing from off the houses.

The form of the Swedish Government has frequently varied. It was elective Monarchy before the accession of Gustavus I. In 1397, by the union of Calmar, it was stipulated that Denmark, Sweden and Norway should be ruled over by the same monarch, and hence Sweden became a mere tributory to the Danish kingdom. Gustavus Vass rescued it from this degradation, and had the sovereignty of the country conferred upon him in 1323, and the crown made hereditary in his male issue, and afterwards extended to the female line in his family. In the regency of his daughter the nobles assumed a power offensive to the elergy and people, and Charles XI. Stomethed a formal cession of the absolute sovereignty, which afterwards devolved on his son Charles XII. From this monarch the crown passed in succession to his sister Ulnea, who resigned it to her consort, Frederick I. Gustavus III., in 1772, effected a revolution, whereby he secured many of the royal prerogatives forced from the throne of Sweden since the regn of Frederick I., at which period it was regarded as the most limited monarchy in the world. This measurch foil in 1792, by the hands of an assassin, leaving his son, Gustavus Adolphus, a minor, who became of age in 1796. This prince was deposed on the 1st of May, 1809, and his uncle, the Duke of Seedermania, was called to the throne. This monarch's son dying, he resigned the throne, and the Swedish Diet met to elect a successor, which they did, in the person of the brave Bernadotte, a French Marshal, Prince of Ponte Corvo. This person, though a Frenchman, and though he owed all his eminence to Bonaparte, yet fought against him, with the silles, in 1813, and, in 1814, secured Norway to Sweden by the Treaty of Kiel.

The Established religion of Sweden is the Lutheran.

Money.—All common accounts are carried on in Riksgeld dellars. Banco is chiefly used in Mescantile transactions. The Swedish Paper marked "Trettiows" (32) is 32sk, banco, or one Riksdollar, that is 48 sk.) Riksgeld. There are also notes as low as 8 sk. banco, about 34d. English. 4 Dollars litkageld are equal to 1 specie dellar (Norwegian); 10 Riksdollars banco, are equal to 15 Riksdollars Riksgeld, or 34 Riksdollars silver spec. 2 of the silver pieces marked 18 are equal to 1 Riksdollar Riksgeld, marked "Trettiowa." The silver marked § R.—sp: is equal to 15 sk. (Norw. money) so that R's 3 sk. more than the Norwegian 1/2 mark which is marked 12.

Posting in Sweden.—The charge per 'w. mile per Horse is 24 sk.banco at the country stations, and 32 at 68 fast stations, that is, when starting from the town. It is usual to give the boy who accessions of 3 facilities.

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AFDOGES.—A fown in Sweden situated on the bilaren Lake. This Lake extends to Stockholm. and is remarkable for the great number of islands with which it is studded, and for the beauty of its scenery.

Converances.—Steamers to Köping, Westerns, Stockholm, and Orebro.

For Railway see Time Tables.

Carlscrona.—A scaport in the South of Sweden.—Steamers to Kalmar, Stockholm, Ystad, Copenhagen, and Lübeck.

Caristad.—A town in Sweden, situated at the porth of Lake Wenern. Distance to Christineham, 4 S. miles, and about 22 from Christiania.

, CONVEYANCES.—Steamers on the Wenern to Christincham, and also to Stockholm, Wenersborg, and Gotheborg.

Christineham.—A town situated at the N.E. of Lake Wenern. See Carlstad and Orebro.

Fahlun, the capital of Delecarlia, is 120 miles N W. of Stockholm, containing a population of 4000. Its streets are long and wide. It is situated in the midst of a region of copper mines, extending about twenty-eight miles in length and seven in breadth. This wide space is enclosed, and partly penetrated by rocks of reddish granite, which, fowards the middle, gradually merge into an unscrous rock, the greater part of which is composed of iron and copper pyrites. During many centuries these mines were the most productive in the world, yelding annually eight millions of pounds of pure metal. The present annual produce is thus estimated:—copper, 4,500 skip pounds; gold, 250 ducats; silvet, 500 marks; lead, from 100 to 150 skip pounds; vitriol, 600 or 900 tons; ochre, 1000 tons; brimstone, 20 to 30 pounds. The ore is not rich, and the best is said to yield 20, but the poorest only 14 per cent.

Gostheborg or Gothenburg.—Horsz :--

Is a large and handsome commercial town, situated on the left bank of the Gothalf, near the sea, 245 miles W.S.W. of Stockholm. It has about 26,000 in usbitsants, and enjoys a very active commerce.

The Gotha is navigable from the sea to the Falls of Trollhitten, where the navigation is continued by a canal along the river, which here rushes impetuously down a gorge, a height of 190 feet. Between the canal and the river there is a range of twe-mills belonging to a Glasgow company. The ship canals pass through the town and are spauned by takeful brings. The wo churches are noble hulldings; the grand square is very fine, and in it is the beautiful bronze statue of Gustavus Adolphus, this may be called one of the most successful bronze statue of Gustavus Adolphus, this may be called one of the rocks behind the town, its will be well repaid by the extensive and beautiful be well repaid by the extensive and beautiful be well repaid by the extensive and beautiful seven betained.

GOTHA CANAL.—There are quick steamers on hext star the canal between Stockholm and Gothenburg, the Mota are is rather high, but to compensate, the living is Wettern.

both good and cheap. On the canal are many objects of interest, some five hours from Gothenburg are the fine fails or chutes of Trollhattan; aufficient time is allowed to see these and the aplendid locks. Later is seen the pensive Lake Wettern The scenery generally is somewhat flat, the wood has the appearance of second growth, but the sull, especially near Stockholm, is charming, there is all the variety of lake and river, pretty islands, and bold promontaries.

At Roxen there is a succession of locks, time is given to go and see the old monastery, where many of the Swedish kings lie buried, and where also interesting relics are shown. At Matala the celestated engine manufactory can be visited. At Soder könen is a mineral spring of considerable repute, sufficient time is allowed to explore the town which possesses s-me interest.

The scenery near Stockholm is very beautiful, and although the commanding position of the city is not so well seen when the entrance is made from the Gotha canal, as it is from the east side, still there is sufficient to make the assertion true, that this is one of the best placed cities in Europe.

Gottland.—An Island belonging to and situate on the East coast of Sweden. Chief town, Wisby, opposite Westerwick on the Swedish coast. We understand there is good sporting and fine scenery here.

Helsingborg.—A town on the Swedish coast opposite Helsingoer, which see,

Hernosand, an Episcopal city in Norsland; has a harbour, with a considerable trade. A dynnasium, a College, a Botanic Garden, and a Printing Press, from which mostly all the books for the use of the Lapland'es have been produced.

Kalmar.—A scaport on the S E. coast of Sweden opposite the Island of Octiand. Distance to Hangstaden in Octland, about 5 English miles.

Converances.—Steamers to Ystad and Copenhagen, to Stockholm and Lubeck

Kceping.—A town in Sweden situated on the north side of Lake Mælar. Distance to Stockholm, by land, about 14 Swedish mdes; to Westerss, about 4# Sw. miles. See Orehro.

Landscrona, the frontier town where luggage is examined.

Malmoe.—A scaport in the South of Sweden situated nearly opposite Copenhagen. Distance to Lund about 1½ S. miles; to Yatad about 6 S. miles.

Conveyances.—Steamers daily to Copenhagen,

Mariestad.—Situated on the South side of Lake Wenern, about 10 Eng. miles from the entrance to the Gotha Canal.

Moraut, on the post road from Stockholm to Christiania. It lies on the Swedish frontier; the next station is Magnord in Norway.

Motals.-Situated on the N.E. skie of Lake Wettern.

CONVEYANCES.—Steamers to Stockholm, Goethe-borg, and Carlstad.

Orebro.—Situated at the east end of Lake linum. Distance to Stockholm, by water, 27 S. miles; by land, 20 S. miles; to Christincham, six posts, about 10 S miles. There is a Railway to Arboga on Lake Milar, and to Nora.

Conveyances.—Steamer to and from Stockholm daily.

Philipstad.—Situated about 6 S. miles N.F. of Carlstad, and about the same distance north of Christineham. See Carlstad.

Trollhattan.—A large district the people of which live in Indian red coloured houses. It can be called neither town or village, carries on a brisk trade in limber and Iron. The Waterfall, or rather succession of rapids here is very fine.

#### Stockholm.-- HOTELS:--

Hotel Rydberg, Hahn's Hotel d'Angleterre, Hotel de Commerce, He tel de Suede, and Hotel du Nord.

Dinners can be had at the Hotel du Nord and the Hotel de Suede.

Lies in a situation remarkable for its beautiful scenery. It is long, and irregularly constructed, occupying three rocky islands, besides two peniu-sulas. Travellers all concur in one opinion, that Stockholm is one of the finest cities in Europe in position; it is not uncommon to call if the Venice of the North, and whilst it will not compare in detail with that fair city of the sea, yet its panoramic effect is quite equal. Numerous rocks of granite, rising boldly from the surface of the water, create a variety of beautiful views. The harbour of Stockholm is a very flue one, admitting slups of the largest burden. At its extremity rise several structs, one above the other, in the form of an amphitheatre; and at the summit is the palacea magnificent building. The principal objects of attraction are the Cathedral, the Bank, and the House of the Diet. This city also contains a very large number of literary and scientific institutions. The population is about 80,000.

There is here a Royal Academy of Science, founded by the celebrated Linnaua, associated with a few other learned men, in 1741; and also a Royal Academy of Arts. The Arsenal has within it an immense number of trophics and standards taken from different nations.

Stockholm, with the small territory surrounding it, constitutes a separate government. Manufactures of glass china silks woollens &c. are carried on here.

of glass, china, aliks, woollens, &c., are carried on here. The visitor should lose no time in gaining tho fine view from the tea garden at Mose Backe; he will be astonished at the numerous islands dotting the clear sea below; there is ever the charm of ships moving in er out; he will not fail to observe the beauty of the spires piercing the sky, nor the handson ne museum just finishing, nor above all, the noble palace which towers above everything class, and is a regys a handsome object from whatever part Stockholm is looked at.

The best view of Stockholm is that obtained when sailing out towards the Ballie; but the vialtor will do well to cross from point to point in the little beats paddled by women, called Dalkullor, in their picture-que costume.

Though the great charm of Stockholm is its situation, and the natural beauty of its environs, yet it is by no means destitute of artistic and historical features. The Palace is a large handsome building, with a basement of granite; it is built of carved stone, brick, and stucco; the inside contains an interesting gallery of paintings, mostly by Swedish artists; the arrangement of the rooms is tasteful; in them are to be seen the portraits of those who waited upon Bernadotte, praying him to be king; also, in accordance with the fashion of northern Europe, is to be seen the room as that king left it. There is a good library; it possesses a large bible of asses skin, and also a fine specimen of engros ing in Anglo Saxon, the work of an Englishman and his wife, left to the Monks at Canterbury on condition it should not leave that city. There is a sculpture gallery in the building, the gem is the Sleeping Endymion at the end of the gallery, a truly beautiful example of Greek art.

The Cathedral is a mixture of architecture more curtous than beautiful, contains the sarcophagi and trophics of Gustavus Adolphus, and Charles XII., and also the crests of the knights of the Sersphim Order.

Church of St. Nicholas, near the palace, the oldest church, fine altar piece. Riddarhaus or house of sasembly for the nobles. In front is the statue of Gustavus Vasa. Near this place is the statue of the founder of Stockholm, and part of the oldest house.

Museum.—Royal wardrobe, a collection of armour, anights on horseback, and infantry armed cap-dpie, one very fine suit by Benvenuto Celini. In the same building are many reites of Swedens best kings, and their old clothes.

Museum of Northern Antiquities, well worth seeing; these various museums will be gathered together in the new building when complete.

Deer Part is a very pleasant drive in the suburbs; in it is a aumner theatre, cafea, &c., also porphry vases, statues, &c.; it is a delightful place to ramble in after the heat of the day. It is 290 E. miles from Sundsvall; 605 from Tor-

It is 290 E. miles from Sundsvall; 805 from Tosnea; 41 from Upsala; 175 from Fahlun, by the Upsala road; 320 N.E. of Copenhagen; 1000 N.E. of Paris; and 900 N.E. of London.

of Paris; and 900 N.E. of London.
The British Consul Major Pringle resides at
N. Brunksborgstor No. 2. The Post office is in the
Lilla Ny Gatau No. 6, west of the palace.

Most of the Steamboats start near the Raadhua.

Upsala .-- inno :--

Stads Nya Hotel.

Hotel de la Poste

41 miles N.N.W. of Stockholm, built on a gantle height and part of an adjoining plain, in a very level and fertile country; and one of the most beautiful and old-fashioned cities in Europe. It. has about 16,000 inhabitants—the greater portion

eweden.

of whom depend on the old and celebrated uniwristy, still enjoying a flourishing existence among them. It was founded in 1478, and is usually gleended by about 1000 students, or alumni. The tra works of Lorsitos and Dannenora, the iron of which is considered the best in Europe, are near prederbro about 5 S. miles N E of Upsala.

Steamers to Stockholm every week.

Wenersborg.—Situated on the S. W. e - resulty of Lake Wenern, passed by the steamers

from Gotheborg, contains an uninteresting Church The place has a busy aspect, but there are new streets and little scenery.

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Westeras.—A town on the north side of Lake Mælar. Distance to Stockholm about 13 S. miles.

Conveyances.—Steamers to Stockholm, Keeping, Arbegs, and Orebro.

## FINLAND.

The traveller from Stockholm to St. Petersburg has the advantage of seeing something of Finland. When he pays his fare, his Foreign Office Passport is taken from him, he must first obtain the vise of the Russian consul in Stockholm, he has to pay some 8s. or 9s. for a Russian one, and both are given up to him when near Circustate.

The sail is altogether a pleasant one, there are innumerable small granite islands covered with wood, and the sea has the appearance of a lake broken continually by land.

The boat first stops at

Abo (pronounced Obo) there is a long rest of Bolours allowed here, meals have to be taken on shore, the "Society's House" on the quay is the best. Abo covers a large extent of ground, the bourses of painted wood, are low, the streak wide, and at right angles; the view should be obtained from the heights or from the top of the observatory, it is very pretty, there is the river through the bown, the various coloured buildings; to the left a Sampse of the Guif of Fioland, and almost all cand the broken granite surface covered with Wood.

OBJECTS OF INTEREST:—The Cathedral, an old bick building, contains a fine organ, chapels with 50 d hon-work gates, frescore illustrating Finnish hstory, fine interior. The observatory. Teagardus, where a good band usually plays. The castle better the castle of the river.

The steamer usually arrives at 8 p.m., and leaves &s a.m., the morning but one following; in the Pening it reaches

Helsingfors.—The traveller will not fail to solve the intricacy of the channel off here, he shall be seen a good riew of the men-of-war, gunboats, but stores, and soon arrives at the quay.

HOTELS.—Society's house.—HOTEL DU NORD:— Esingfors is a handsome town on a granite fountion, much frequented as a watering-place in homer. The visitor will perhaps want to see the fires, the will have to obtain permission from the hangandant. Objects of interest:—The Cathedral, a new building in the form of the Greek Cross, situated in the great square, blue dome with stars, handsome pillars, approached by a double flight of wide grante steps, listle is a flue altar piece by Neft. Ascend by all means to the outer gallery on top of the doine, there is a lovely view of water, rock, vegetation, and houses, in fact one of the most pleasing in no othern it massia.

The two sides of the square on leaving the church are filled to the right, the University, and to the left, the Senate House.

Botanical gardens (free) and pleasant walks in the neighbourhood.

Museum in the University, good collection of Finnish minerals.

Bathonia (Revel). -The traveller will have a tew hours only allowed here, the approach from the sea very pleasing, he had better take a droshky to the new part on the heights, where he can drive amongst the villas, and down to the shore, where he can obtain good bathing, or he may scamper through the town.

OBJECTS OF INTEREST: —The Cathedral, first builtin 1329, but many times destroyed by lightning; good specimens of Gothic, cuntains some floo soulpture.

St. Nicholas' church, copy of the dance of death aimilar, or nearly so, to that at Lubeck, contains the body of a duke, some 150 years dead, in perfect preservation, he is buried in rich lace and velvet.

Revel is much frequented in summer as a watering place.

# NORWAY.

In Norway the Railway is called Jernbane.

NORWAY is about 1100 miles in length, extending from the Naze, In lat. 57:30, to the North Cape, in lat. 71:10. Its breadth is very unequal, varying from 40 to 280 miles. It is naturally formed into two glivisions, namely, Northern and Southern, the whole of the Northern and the Western half of the Southern so excupled by the great chain of mountains. The Eastern half of the Southern portion is unadulted or hilly, covered with Forests and Lakes. Norway is not populous in proportion to its extent, owing to its mountainous character and northern position. This country, Indeed, is occupied by the great mountain chain extending along the peninsula, of which it fours part. The branches of this chain enclose valleys of various forms, the bottoms of which are generally occupied by firths or lakes, berdered in the lower parts, in the Southern part of the country, with meadows and cornfields, which extend upwinds as far as the first accelivates of the mountains, then, as the ground becomes steeper, the pinc forests raise their tall heads among inaccessible cliffs, and above all are seen the peaks covered with snow, or enveloped in clouds.

The superficial area of Norway is about 122,460 English square miles. In climate it is less cold, but more moist and changeable, and generally less satisficients, than Sweden. Among the mountains the winter is long and severe. The weather is generally steady, being either good or bad for considerable periods. The summer is delightful, and very warm. The fisheries, particularly on the west coast, find employment and wealth for the natives, and supply the finest sailors for the Norwegian feet. The principal fish are cod, heritigs, salmon, and lobsters. The general exports are dried fish, timber, planks, coloid, Prussian blue, copper, Ion, and ica.

Norway was formerly governed by its own hereditary sovereigns. On the death of Haakon V. in 1319, without male issue, his grandson in the tennale line, Magnus Sinek, unted in his person the kingdoms of Sweden and Norway. Olaf V., son of the celebrated Margaret, unted the kingdoms of Norway and Denmark. Margaret succeeded her son in 1340. On her dendise, the country, with Denmark and Sweden descended to her nephew, Eric. Sweden was afterwards separated from Denmark by Gustaf Vasa. In 1814, Norway was ceded by the King of Denmark to Sweden, but the people, not approving of this cession, rose in arms to prevent the entrance of the Swedish troops. The silies, after the conclusion of the war with France, supported Sweden. After some tesistance the Norwegians were compelled to yield; and a diet, assembled on the 20th October 1814, came to the resolution that Norway should be governed by the same King as Sweden, but as an independent state, preserving its constitution and laws, to which the king of Sweden assented.

The Steamer from Hamburg to Bergen touches at Christiansand (but does not wait the arrival of the Hull boat).

Money.—The Specio Dollar (paper or silver) containing 5 marks or orts of 24 sk. each, making 120 sk. The paper money combrises notes of 1 specio dollar (on white paper), 5 (bine), 10 (yellow), 50 (green), and 100 (red). The silver money comprises 1 sp. dollar; i ditto; 1 mark or 24 sk.; i mark, or 12 sk.; i mark, or 8 sk. The small money consists of silver pieces of 4 and 2 sk., and copper coins of i, 1, and 2 sk. One skilling is equal to about id. English; 1 mark = 10\frac{3}{2}d; and one specie dollar = about 4s. 6d. Exchange:—For \(\mathbf{\pm}\) 1 striling from 4 dollars 60 sk. to 4 dollars 80 sk. The Swedish paper is not generally taken in Norway. They, however, usually take it at the hotels; and we understand that Messrs. Dybwad & Son, merchants in Oster Gade, will change it. The Norwegian sp. dollar is equal to about 4 Swedish Riksdollars-Riksgeld.

Weights...-16 skaalpund = 1 lispund; 20 lispund (or 320 skaalpund) = 1 skippund. Butter, meat, and most of the products of the country are sold by the following weights:...2 mark = 1 skaslpund; 12 skaalpund = 1 bismerpund; 3 bismerpund = 1 vog.

Measure.—30 inches equal to 31 English. The most common measure is the Alen:—12 inches — I foot; 2 feet — 1 alen.

Posting in Norway.— The charge is 24 sk. spec. per Norwegian mile per horse at the country stations, and at the fast stations 36 sk. spec.; and 48 sk. from towns. It is usual to give the key who accompanies the carriol 4 sk. per mile for 1 horse; but should be have the care of more than one horse. 3 sk. per mile for each horse.

The Norwegian mile is nearly equal to 7 English miles.

Passports are not usually asked for until leaving the country. For further information, see page 5.

Luggage. - The luggage of a traveller is very slightly examined in this country.

Language.-The language spoken is Norse, which is the same as Danish.

English Vice-Consuls are to be found in all the principal towns in Norway-Christiania, Bergen, Trondhjem, Christiansand, Stavanger, &c. Good maps may be procured at Christiania, and we would recommend the traveller to purchase one, as he will find it very useful in journeying through this country.

We recommend all Travellers to purchase a "Reiscroute," which is printed and sold by J. Chr. Abelsted, in the Toldbod Gadon, in Christiania, annually, price 24 sk. equal to 10 th. It contains air the posting and boating stations on all the highway, their distances and charge for posting, (regulated by law.) It takes little room, being only a few pages.

Fishing.—This country is very much visited by anglers for the salmon fishing. In the north, the Tana, the Alten, and the Namsen. The Rauma near Molde, and the Topdals rivers in the South, are among the most famous; there are also many others well known, some slightly, and numbers still untried, in one or two rivers, as much as two or three thousands of pounds weight have been taken in a season with the fly, by a single rod. But, except to those who come very early, settling themselves in the best places, and who know the country well, the known good rivers will be found occupied, (some few are let) and many may be tried without success, and probably the season will be spent taking only two on three fish. Excellent trout fishing is to be met with in almost all parts. - The Like fishing is also very good.

Waterfalls.—Voring Fos. about 100 English miles south-east to Bergen, a large body of water falling in one mass 900 feet, generally considered the first fall in Norway. A stemmer goes once a fortnight f. om Bergen to within a day's journey by row-boat, and on foot or horseback.

Rjukandfog about 100 miles from Christiania, due west, two-thirds post, and one-third boat and ponyback; 650 feet high, a very large body of water falling in two parts, by some considered as line as the Voring Fos. There are numbers of other very fine falls.

by Madam Sontum.

A city and seaport of Norway, situated at the head of a deep bay on the west coast, 306 miles North-West of Christiania. It is a well-built town; almost all the houses are built of wood and neatly painted, a good national museum, five public libraries, a naval academy, a college, and various schools. It has manufactories of tobacco and porcelain, many distilleries, and some extensive rope-works. son of 300 men. The harbour is safe and commo-Drontheim.

Bergen.-Hotel Scandinavia, the only one of | Christiania.-Hotel Du Nord, Hotel Scan. any consequence; and a good lodging-house kept idinavia, Hotel Victoria, Rotel d'Augiettire, Hotel Copenhague.

The capital of Norway covers a considerable extent of land, and possesses a population of nearly 12,000. It is situated at the extremity of a fertile valley, forming a semicircular bend along the and, when viewed from the sea, have a picturesque shore of the Bay of Biornoigen, which forms the appearance; all the churches and some few of the morthern extremity of the Guit of Christiania. It is houses are built of stone. It contains a cathedral divided into the city, the suburbs of Vaterland, which is a fine old building, and six other churches, Pepersigen, and Fierdingen, the fortress of a castle, or rather fort, three hospitals, a prison, Agershuus, and the old town of Oslo. The city a correction-house, six establishments for the poor, was rebuilt in its present situation by Christian IV., after a plan derigred by himself. The streets, which are forty feet broad, run at right angles to each other. The Castle of Agershuus is built on a rocky eminence on the west side of the bay, at The fishery is, however, the principal business. Is short distance from the city. Oslo was the site. The city is protected by several forts, with a garricopal palace. The royal palace is the principal building, and was erected at a cost of £300,000. The dious, with deep water; but, owing to the rocks, is 'building, and was erected at a cost of £300,000. The difficult of access. Population about 26,000. It 'houses are built of brick with but few exceptions, carries on a trade in akins, tar, and dried fish, and the quarter inhabited by the higher classes is Steamer from Bergen up the Hardanger flord; also laid out regularly with spacious and handsoms up the Sogne to Leintaiseren, and to Hamburg and Streets. Christiania is the seat of the government department, of the higher court of law, of the university, and the seminarles of high character; the principal of which is the military academy, or cadet institution, which contains an excellent library, a collection of models of mines, bridges, &c., and of all sorts of minerals. It contains 84 pupils, divided into four classes, who enter the army after having studied for four years, and passed a very rigid examination. The city carries on a considerable foreign trade, and contains a large proportion of the cducated and refuned classes, and of people of literary tastes. The University is a hundsome new building, in which is the Musem of National History and of Northern Antiquities, and a library of 180,000 volumes. Christ ania possesses an excellent harbour, and the principal exports are iron, deals, and oil cake. It is at the head of the Fjord, seventy-seven miles from the open sea discarshall, a chateau belonging to the King, about \$1 English mites by land, and about \$1\frac{1}{2}\$ by water, deserves a visit.

The Post Office is in the Torvet (Market Place). The English Consul's, and the offices of the Hull Steamer, are at the Bruun's Gaard, in Store Strand Gade.

The Norwegian Trunk Railway begins at Christiania and ends at Lake Mjösen, which extends toward: the North West with a length of 77 English miles, in a straight line through some of the most fertile and beautiful tracts of the country up to the town of Lillehammer. In Gudbraudsalen, a mountain valley which is rich in interesting seems of nature, and through which goes the main road to the most northern regions of Norway.

Steamers run on the Mjösen Lake during the Summer, and their routes are in immediate connexion with the Railway Trains. An extremely interesting and agreeable journey of 133 English miles can thus be made in one day. The passage for the whole distance up the lake is 136 skillings let class; and 93 skillings, second class.

Distance from Hall about 540 miles.

Christiansand.—A scaport of Norway and a considerable trading town, capital of a province of the same name, which is famous for iron mines. It is situated 37 miles E.N.E. of the Naze, with a fine fortified harbour, and a quarantine station, and 1+210 miles from Christiania. It contains a college, a library, and a museum. The population is about 9900.

Ohristiansund.—In the district of Romsdal, built on 3 islands, with a commodious harbour and wharf. The chief trade is in timber. It is 36 miles from Drontheim. The fisheries flourish here, and there is also an agricultural society. Populiou 3300.

Distance from Hull about 420 miles.

Drontheim. - (Throndbiem.)

HOTEL :-- Hotel du Nord.

There are plenty of good lodging houses.

Formerly the residence of the Norwegian kings is situated on the shore of a vast flord. The town is built wholly of wood, and has been seven times burnt to the ground. It contains a fine old cathedral, part burnt down in 1719, which had been for centuries a noted place of pilgrimage. The Bank of Norway. There is also a college, a royal scademy of sciences, a cabinet of natural history, a good public library, a seminary for the instruction of the Laps, and other institutions. Population 16,000. The envirous are very beautiful, including the falls of the valley of Sordal, about 3 miles south of the town. There is good salmon fishing in the neighbourhood.

Frederikstad.—Situated at the entrance to the Christiania Flord. Excursions can be made to visit the falls of the Glommen, (Sarpfess) about a Notwegian unite distant. Christiania can be reached in 9 hours.

Conveyances.—Steamers to Frederikshald, Moss, Drobak, and Christiania.

Kongsvinger.—Lies 74 S. mile, N.E. of Christiania, 34 S. miles from Morast, on the Swedish frontier, and about 50 S. miles from Stockholm.

Leirdalsceren.—At the east end of the Sögne Flord. Distance to Bergen 17; and to Christiania 26; S. miles.

Lallehammer.—A town at the north end of Lake Mjosen, on the high road to Throndhjem. Distance to Minde, 9 S. miles; to Throndhjem, 33½ S. miles; to Christiania, about 15½ miles.

Minde .-- At the south end of Lake Mjæsen.

Molde.—On the N. W. coast. Some of the fluest scenery in Norway is to be found on the routes to and from this town. Distance to Christiania, about 44 Nor. miles; to Christianiand, 55 Nor. miles; and to Aalesund, 65 Nor. miles.

Conveyances.—Steamers to Bergen, Christianand and Hammerfest.

Stavanger. Situated on the West Coast.
Distance to Bergen, 184 Nor. miles; to Christiania,
by Flekkeftord, Christiansand, Porsgrund, Horten
and Drammen, 584 Nor. miles.

Conveyances.—Steamers to Bergen, Flakkeflord, Christiansand, Christiania and Hamburg

# DENMARK.

DENMARK is almost an uniformly level country. The kingdom is divided into two great livisions—the continental and the insular. The former consists of a long narrow peninsula, projected from Germany; and the latter of a number of islands, placed between that peninsula and the kingdom of Sweden. The productive industry of Denmark is chiefly confined to agricultural produce.

The aspect of the Continental part is flat and undiversified, containing neither manutains nor rivers of any magnitude. The Kiel is the only canal of importance, it admits vessels of 120 tons burthen, and extends from the Baltic to the Eyder at Rendsburg, where the river becomes mavigable, thus pening up a communication between the two seas, or through 105 miles of territory. This canal was commenced in 1777, and completed at an expense of £800 000. The lands are in genera lexicilently ultivated, and rich in pasturage. The monarchy of Denmark is the oldest in Europe. Its regal missance stands contemporaneously with the proudest epoch of the Roman Empire; and the advancement of the people in discipline and arms in the 10th century can be learned from the fact of their descent on England, and the complete subjugation of the country by them in the early part of the following entury. In 1397, Norway by inheritance and Sweden by conquest, became united to Denmark, under Queen Margaret, denominated the "Semirain's of the North," on account of her heroism.

Money - Silver - Specie Dollar worth about 4s. 6d. English - also half Dol. 1 Mark is 16 Rigsbank Silver - Sch. Courant, 17 - 100stein Sch.; and in English money about 44d.; 2 Marks, equal to 13 Hamburg Sch.; 6 Marks make 1 Figsbank Dollar, about 2s. 3d.; 2 Rigsbank Dollar anche 1 Dol. Spec. or 4s. od. English. Paper money is principally in use, the lowest note being I Rigsbank Dollar.

Altona. Stat. After Copenhagen, the largest strongly defended forts, mounted with 1680 cannon ity of Denmark, containing about 30,000 inhabliants. It is seated on the north bank of the resque sights. river Elbe, contiguous to Hamburg, which it was intended to rival. It is built on the side of a hill, which gives it the appearance of an amphitheatre, when viewed from the side of the river. The commerce of Altona, both inland and foreign. is considerable. It is connected by railway with Kiel, on the Baltic.

Converances.-Railway from Hamburg to Berlin and Kiel.

Assens.—A town in Funen, on the sea coast. A constant communication is maintained between this and the Schleswig coast across the Lille (Little) Belt. See Nyborg and Odensee.

Copenhagen,-Hotels:-Royal, the best; Hotel Phoenix. Hotel d'Angieterre.

This city is situated on the East coast of streets, and adorned with very fine buildings, viz., several palaces, churches, the hospitals, Town-house, Exchange, and mansions of the nobility. The royal library contains 400,000 volumes, and the university 112,000. A large collection of northern antiquities adorn the rooms of the palace. It has a population of about 130,000, and is defended by a In the vicinity are very many beautiful and pictu-

The streets are well paved. The Exchange is a beautiful Gothic building, built of brick, ami stone quoins, after a design by Inigo Jones. It is surmounted by a shigular spire, representing in its formation four dragons, with their twisted tails tapering upwards, after the fashion of a corkscraw, with their heads turned to the four points of the compass, and it has recently undergone thorough repair; the colouring in the large room is very chaste. The church of the Trinky has a very fine fower 200 feet high, and on its top there is an observatory. The Saviour's Church has a very curious winding staircase, and is surmounted with a tower 285 feet high. The church of the Holy Ghost, and Notre Dame, are very fine buildings. The interior of the latter will be found well worth a visit. In it are beautifully wrought marble statues of the twelve Apostles, Christ, and a kneel-Zealand, where the small is e of Armack forms a ing Angel. They were executed by Thorwaldeen, superb harbour. It is one of the fluest cities of and are supported by pedestals in full view. The Europe, and laid out in regular, though narrow prospects from any of these thurches is magnificent streets, and adorned with very fine buildings, vis., symmetry before us is the city and harbour, surrounded by their bastions and windmills, the citadel, line-of-battle ships, frigates and corveties. dockyards, arsenals, warehouses, palaces, parks, gardens, plantations, squares, streets, canals, and market-places; whilst the general population is citadel, said to be impregnable; and also by several industriously engaged with horses and vehicles in

the ordinary avocations of a commercial life. A long wide plain, interspersed with forests and lakes, is seen to the Westward; whilst towards the East appears the blue eas, covered with craft of all description, with the coast of Sweden in the background.

A great many bathing places are to be found at Copenhagen, and the water of the Baltic is half salt and half fresh. We also find numerous theatres there, which are open every night, not even excepting Sunday. The Tivoli Gardens, outside the Western Gate, and the Alhambra Gardens, are among the chief objects of attraction. These are the nightly resort of a numerous portion of the people. In it is a very tastefully arranged conservatory, and an excellent hand is in attendance and performs several delightful pleces of music. A small Comic, Theatre, a Bowling Alley, Menagerie, a Museum of Carlostites, and numerous Cafés are to be found in the gardens.

The city itself is entered by four arched gateways, having drawbridges across the most guarded by soldiers. A toll is demanded for horses and vehicles ontering the city. Another object of attractive interes its the Royal Palace of Christiansborg, built or white stone, after the Italian style of architecture, The eye will be taken by the four colossal statues ornamenting its stupendous façade. Coloured silk damask and silver ornament its empanelled walls. The ball room should be particularly noticed; its walls and arched ceiling representing a pure white marble and gold. A colomade is formed by the Corinthian columns on either side; chandellers, with cut glass pendants and spangles, suspended from the celling and adorning it; the whole being reflected by the plate glass at either side. The floors are of oak, maple, and ebony, diamonded. The stables should also be visited: they contain stalls for 200 horses.

Near the Palace is the Maleri Samling (Pleture Gatlery) open from 11 till 3; and Thorwaldsen's Museum, open three times a week from 11 till 2, which is well worth a special notice, and the visitor will be able to spend hours in contemplating the beauty of the sculptors' work. The Museum treaffs a hollow square, the outer walls are coloured in yellow ochre, with the reception of the sculptor and his works from Rome depacted on them 11 contains an immense and beautiful collection of spirks, all being the creation of one man, who is thus apoken of in a work, entitled, A Try to Demark.

"Albert Thorwaldsen, the son of a poor ship-carpenter from Iceland, was born in Copenhagen 1770. His gentus, at an early age, impelled him to Rome, where he arrived almost penniless; but, having soon afterwards obtained employment in Canowa's studio, his talent very quickly developed itself in the beauty and gentus of his designs. Ultimately, he took a studio of his own, and modelled his famed statue of "Jason," but, as he obtained no order for It, he, in despair, determined to quit Rome, and return to Denmark. All his arrangements were made for that purpose, when Mr. Hope, of London, seeing the cast of "Jason," was so much struck with he hearty, that he immediately ordered it in marble.

"This turned the tide of Thorwalds of fortufrom that time his fame was established, and comissions poured in upon him. He then fixed residence in Rome, making occasional visits Demmark, and finally settled in Copenhagen in 1 year 1838.

"With an ample fortune, elected President of f Academy of Arta, a suite of apartments allotted him in the Palace of Charlottenborg, decorat with the highest orders of merit of his own count and others, and almost adored by every person wi know him, he now devoted himself to the duties his honourable office.

"Having intimated his intention of presentitic casts of all his works, as well as several of hstatues in marble, to his native town, a magnifice museum was erected for their reception by publsub-cipition."

Thorwaldsen is buried in the yard in the mid of his works, a simple grave, with flowers evfreshly growing, is the beautiful monument i memory of him.

English Church Service is held in a room neathe Museum.

The visiter should ascertain immediately on his arrival the days and hours the various exhibition are open. It is said of Copenhagen, that "there are too many things to see and too fow to sethem," so the visiter will perhaps find that the Scandinavian Museum which he so much wished to see will not be open again during the next for days. At present the Scandinavian Museum anthe Thorwaldsen collection are open twice a week. The woods at Charlottenlund are very line. Oper carragers start frequently on Saturday and Sunday afternoons from near the citadel, fare according to the number of passengers. A trip should be made to Elsineaur (by steamer).

Flensburg.—The seat of Government, and chief town of the duchy of Schleswig; most buautifully situated on an arm of the Baltic, with fine deep harbour.—18,500 inhabitants. Considerable trade with the Baltic, Sweden, England, and West Indies.—19 oil mills, 2 corn mills, brewerics, distillerics, sugar-rofinories, iron-foundies, ropeworks, &c., &c., and, especially since the introduction of English capital in the chape of rallway, steam-ships, and gas-works, has become a place of great life, and a resort of travellers from all parts.

The diligence, with mails for Copenhagen and Juliand, leaves Flensburg every afternoon at 3.30, arriving in Flensburg every morning at 6. The diligence southwards to Rendsburg, &c., has been discontinued since the opening of the railway.

British Vice-Consul—Edward Bird; Prussian Consul—C. P. A. Koch.

Rasch's Hotel, excellent and much frequented by English. Stadt Hamburg, a very well-conducted commer-

Helsinger, - (English-Elsinore.)-INN :-

The Oresund.

Population 7000. A town and large fortress in justiand, situated on the Sound opposite to Helingborg on the Swedish Coast. This is the narewest part of the Sound, it being only about 5 ragilsh miles across, and a ferry-boat crosses laib. It is famous as being the scene of the fragody of Hamilet. The fortress of crouberg liest one north of the town, and commands the entrance o the Sound. In the pleasure grounds of Marienyst, the grave and garden of Hamilet are pointed sut. These grounds command a fine view of the sound and the coast of Sweden. Helsinger is 6 Janish miles from Copenhagen, whence there is requent communication by Steamers. The vessels also to and from Goetheborg and Copenhagen and and take in passengers here.

Husum. -- A well-built town, the centre of a fery extensive cattle-feeding and agricultural distict. About 5000 inhabitants.

Railway trains three times a day to Rendsburg, Flensburg, and Fonning.

**Extended State**—An important city on the Baltic, a the duchy of Holstein. Its university was satablished in 1665, by Christian Albert, after whom it is named, and contains a library of 100,000 volumes, an observatory, and a museum of natural distory. Kiel absociations a seminary for teachers, and other valuable institutions.

Passengers to Copenhagen (from Hamburgh) take the boat here for Korson, and then by rail to Copenhagen. If the luggage has not been examined at the Altona station, it undergoes that process at Kiel.

Travellers having a few hours to spare, will enloy the ride to Belle Vue some three miles down the Baltic coast; the road is through an avenue of noble trees, or through a wood: dinner can be obtained at the hotel at Belle Vue, and at the bottom of the hotel grounds, the traveller may enloy the luxury of a swim in the Baltic.

Conveyances. — For Railway, see Table pages. Steamers to Copenhagen, Stockholm, and St. Petersburg.

Kolding.—In the province of North Jutland. The ruins of the castle or worth visiting. Kolding lies on the road to Christiansfeldt and Hadersteben on the one-hand, and Middelfart and Odensee on the other.

**Morson** or **Corner.**—A comfortable Hotel the Railway Station close to the quay. A seanor; in Sjælland, on the Great Belt Moen. - The island of, called the Switzerland of Denmark. Population of the island about 12,000, It can be reached from Wordingborg in Zealand or Sieland. The steamers from Copenhagen to Kiel call at Wordingborg, and at the islands of Moen and Falser.

Nyborg.-A sea-port on the east coast of the island of Funen, on the Great Belt.

CONVEYANCES.—Conveyances to Odensee and thence to Middelfart or Assens, on the Little Belt. Ferry across the Great Belt to Korsær, Rallway thence to Rosskilde and Copenhagen.

Nyekioping. A preity little town in the Island of Fuster. The Island of Morn can be visited from hence, via Grönsund, in Fulster, and thence by ferry.

Odense. -- A town in the island of Funen, continuing a lyceum, two libraries and about 7000 inhalatants.

Conveyances to Assens, Middelfart and Nyborg.

Rendsburg.—A fortified town of great importance during the late war, situated on the Fider river, which forms the boundary between the duchies of Schleswig and Holstein. About 12,000 inhabitunts. Railway trains twice a day to Kiel and to Hamburg, and three times a day to Tonning, Husum, and Fionsburg.

Bergmann's Hotel, Stadt Hamburg and Lubeck, comfortable and good.

Roeskilde.—A town in Sjælland, the ancient capital of Donnark, 20 miles W. by S. of Conhagen a small town with only 1300 in-labitants containing a gothic cathedral, an excellent library, and the tembs of the royal family.

CONVEYANCES .- Railway to Copenhagen.

Schlessing, the capital of South Jutland,

Svendborg.—A little town in the island of Funen, well worthy of a visit. From this place the traveller can ferry over to the island of Thorseng, about i an English mile.

Toenning. — 4000 Inhabitants. — The port whence almost all cattle are shipped from Demark to Ingland. The export of horned beasts has, during the last few years, amounted to about 20,000 head per annum by the steam-ships of the "General Steam Navigation" company. This is likely to become an important place, on account of the new routs to Copenhagon, opened by this company.

Railway trains three times a day to Husum Fleneburg, and Rendsbarg; and Steamers from Flensburg to Copenhagen in correspondence.

Convergances.—Steamers, see Alphabetical list way to Flenburg.

Jensen's Hotel, very comfortable, good wines moderate charges.

# TURKEY.

Ther are several routes from London to Constantinople which offer peculiar attractions to the general traveller, particularly that via Cologne, and thence to the Danube, the Black Sea, and the Bosphorus.

The routes via Vienna and Trieste, and thence by the Austrian Lloyd's Steamers to Constantinople; or by the Rhine, Switzerland, Italy, and Malta are very pleasant; but too fatiguing and circuitous. The zoute for travellers with much luggage is of course by the Steam-ships of the Oriental Company, from Southampton, direct to Constantinople; but the mere amateur tourist will find the Paris and Marseilles route by far the most direct, agreeable, and cheapest.

Those that would go by the quickest route—now that the line of railway from Paris to Marseilles is completo—should therefore go through France, and time their arrival at Marseilles so as to eatch one of the direct steamers plying between that port and Constantinople. Those steamers leave Marseilles twice a week, and make the passage in about eight days; so that a man need not be longer than ten days on the road.

The various routes from London to Pans being fully specified elsewhere, we have only to add that the journey from Pans to Marseilles is now performed by Railway the whole distance. The journey from London to Marseilles (890 miles) can now he accomplished in 44 hours, allowing 10 hours' stay in Paris, or in 42 hours, with 3 hours' stay in Paris, as shown in the following table:—

	VIA DO	VER AND C	Tidal Train, via Boulogue. For times by	Fares, First Class only.		
Stations.	No. 1 Train and Bost	No. 2 Train and Boat.	No. 3 Train and Boat.	this Train, which are vari- able, see p. 166.	avallable 15 days from date of issue.	
London	8.10 a.m. 10.20 p.m. Stay the night.	1.30 p m. 5.30 s.m. Stay 5) brs.	A 30 p.m. 9.60 a.m. Stay 10 hra	Morning. Evening. Stay the night.	***	
ldep (arr	10.45 a.m. 9.15 p.m.	10.45 a.m. 9.15 p.m.	8. 5 p.m. 6.25 a.m. 8.30 s.m.	9.15 p.m. Stay 1 b. 45 m.	***	
Marseillesarr	11. 0 p.m. 7. 5 a.m.	7. 5 a.m.	4.80 p.m.	11. 0 p.m. 7. 5 a.m.	£6 16 0	

Passengers may step at Dover and Calais (or Folkestone and Bonlogne), Paris and Lyons.

	First Class.				Second Cines.			
Fares by Through Tickets from London to Paris		11	6	£1	17	6		
, Paris to Marseilles	. 3	16	6	2	17	6		
Marseilles to Constantinopis	. 16	16	0	31	0	0		
Rôtel Expenses	. 2	10	0	2	10	0		
Living on board Steamers	. 1	0	0	2	0	0		
Total from London to Constantinopie	£28	13	0	£20	è			

This is the lowest estimate and moindes only absolute and indispensable expenses.

By way of Cologne, Magdeburg, Leipelc, Prague, Vleans, and Trieste, the expenses will be, first class, about £13 10a.

There are two lines of steamers from Marseilles to Malta. One of these is a direct line; the other touches at Genoa, Civita Vecchia, Naples, and Messina; and both are so arranged as to correspond at Malta with the pucket proceeding to Constantinople. The departures take place twee a week and approximately the proceeding to Constantinople.

TURKET.

From Malta the steamer steers a direct course towards the Morea, the old land of the Messenians, passes between the two capes or headlands of Matapan on the left, and Cerito on the right, thence on past Cape Matea or St Angelo, another bluff, mountainous cape on the left side. The ateamer them bears somewhat towards the Greek coast, trending still towards the left-hand side, and passes in succession the ports and islands of classic Greec. If the weather be clear the traveller will find much amusement in noting the course of the steamer through these seas, until he gradually approaches the entrance of the far-famed shores of the Dardanelles.

With the exception of one or two stoppages at the entrance of the straits, there is very little to interest the tourist in the scenery through the Dardanelles. The shores are a succession of low hills, bare and monotonous, presenting no novelty to excite attention until the steamer reaches the now important town of Gallipoli, situated on the European side of the strait. A short distance beyond this the Dardanelles gradually enlarge until the steamer enters the Sea of Marinora, when the tourist will obtain his distant but first sight of Constantinople, or the Queen of the East, situated on a tongue of land running into the sea.

As the steamer dashes on apparently with increased speed at the sight of the Queen of the East, the white building, and minarcts glittering in the sun are seen more distinctly, until the traveller distinguishes the celebrated mosque of Santa Sophia, the Sultan's palace, the entrance to the Bosphorus, and then the steamer suddenly turns a juiting point of land called the Scraglio Point, and glides at half speed into the Golden Horn, or splendid harbour of Constantinopie. At this moment, if the weather be fine and clear, the gorgeous panorama that opens to the view of the voyager is one of the most extraordinary It is possible to conceive or to describe. Accustomed as English travellers are to sea-views, the coup d'aul of the Golden Horn will elicit unqualified admiration. It is a bay or amphitheatre, surrounded by hills which are covered with buildings, domes, minarets, and fairy-palaces, down to the water's edge; those on the summits being intermingled with the foliage of cypress groves, and those on the shores appearing through the floating panoram 1 of a thousand vessels in the harbour: ships, steamers, feluccas, and myriads of carques, skymming in all directions. Added to which a clear blue sky, equally blue water, and a brilliant sun shining over the whole prospect, produces one of the most magnificent views in the world. The traveller, however, should take a protracted gaze at the enchanting scene, as this is unquestionably the fair side of the medal: for the instant he disembarks at Tophana quay, passes through dirty Galata, and ascends the steep unpaved street leading to Pera, the contrast will be as great as being transported from the Crystal Paiace at Sydenham to the purliens at Wapping. Hence we recommend him to take a long and lingering look at Constantinople from the sea before he lands.

Those who mean to confine their excursions to Stamboul and its vicinity, want no weapons; but those who mean to go inland had better provide themselves with some portable efficacious arms, such as the smaller size of Colt's or Deane's revolvers. There are too many bashi-bazouks about, to advise any one to leave the vicinity of Constantinople unarmed.

Travellers who wish to keep in good health should recollect that the climate in summer is changing from one extreme to another, and that the same day, even the same hour, may be intensely hot and cold. They should wear cotton shirts and flannel; their outer dress should be of light make and colour, as for India, but they should have some very warm and portable outer clothing, to provide against a sudden change of temperature. On coming here they should not adopt the Fez, which exposes novices to a coup de soleil, but they should wear white hats or caps, of such a make as to shelter the head and keep it cool. Those that would sunke cigars should bring them, for cigars here are as expensive as a London, and not near so good. It is the same with gloves, and other small laxuries. Goods of this class, sold in Pars, are had and dear. It should be recollected that the climate of Constantinople, with its thin, purs, and against it is salubrious, but also very dangerous, and that persons of a full habit, or those that any

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Intemperate, are liable to acute diseases of an alarming character. Catching cold very frequently leads to bronchitis and pneumonia; intemperance produces dysentery. Wine, water, milk, eggs, and fruit, if not actually noxious, are at least dangerous. The water should never be drunk pure, but mixed with whie or coffee, and those that would be in very good health should profit from the hint the Turks take from the climate, and druk as much black coffee as possible. But as Turkish coffee is too strong for English palates, it should be thinned with water. Cold water mixed with coffee is a delightful and salutions beverage - at lest in this country—and those alone can appreciate it who have vainly sought to quench that consuming thirst from which all strangers suffer in summer.

On arriving in the Bosphorus the stranger should charter a caique, but not one of the larger Maltese boats. The calques are by far the safest boats, if one gets into them and ut of them with proper care; and the Maltese, anywhere but in Malta, are among the greatest scoundrels in the Levant. The stranger. if conscious of having no goods liable to duty (and it would be strange if he had), should refuse to be aken to the Sustant-house, where he would be detained to no purpose. He should tell the kaikshi to take him to Tophana. His merely saying the word is quite enough. One man with one man's luggage should pay four plustres for his caique, two men should pay six. We make no mention of ladies, for they have no business here, and would only be miserable. The custom-house officer on the landing-stage at Tophana will help the stranger out of the calque, see that his inggage is taken out, and load it on the back of a humal or parter. For this service the custom-house officer expects a backshish of three plastres, and should have it, but not until he has asked for it. The stranger should name the hotel he wishes to go to, and the hamal will conduct him. If more than one hamal seizes the luggage, they should be left to fight it out among themselves. If the luggage be really one man's luggage, the stranger will pay the same money to two or three which he would have paid to one, namely, five plastres, or, if he wishes to be very liberal, seven. To avoid uscless disputes the landlord should be told to pay the money. But before the hamals are sent away it is necessary to have a preliminary settling with the landord. In ordinary times, it is a general rule in the East to inquire the price of room, breakfast, and dinner, and it is equally a matter of course to offer one-third or even one-half of the sum demanded. But these are extraordinary lines. The hotels, or rather the boarding-houses, which are called hotels, are full to overdowing, and for one guest who leaves the house, deterred by the prices, the Ludloid may have two or three next day, who will give any money for a bed and a place at the table d'hote. Therefore, as matfors stand, though the price should be inquired for to check the landlord's extravagant fancy on the dry of reckening, but tritling abstements, if any, can be expected from the sum demanded, which is likely to be 12f. per day for room, breakfast, and dinner; but 12f. is cheap; 15f. is not an extraordinary domand, and he many instances 20L per day have been demanded, and have been given. In any case the stranger should refuse to settle the price with the landlady if the husband be absent. He shoul vather wait for the return of the master of the house, for greedy and grasping as the Greeks are-most of the botel keepers are either Greeks or Maltese-the women are far more greedy and grasping, and decide their bargains with an unblushing hardness which utterly confounds the wanderer from countries. here "the cold in clime are cold in blood."

The stranger should not look for information from the landlord or the waiters of his hotel. They know nothing, and, generally speaking, are not even able to tell him in which direction to go to the British legation. But if they give him information nine times out of ten it will be found to be incorrect. very first thing which a man must learn in the streets of Pera is to depend entirely upon himself, to follow his own judgment in everything, and to prefer acting upon his own crude impressions to acting upon the advice which, by dint of perseverance, he can worm out of the inhabitants of the place. Above II, let him at once understand that almost all the persons who surround him are nearly quite as much strangers in Pera as he himself, for though they may have lived here for years, they do not know or underisand anything, because they can see no reason why they should. We often object to the Turks that they have treated this country as if they merely camped in it. The same may be said of the Christians.

and Franks of Pera; they take no interest in the place and its ways, and though they pass their lives here, they treat the town as an encampment; a sort of halting-place on a vagaboudising tour.

Though in the first instance it is necessary to go to an hotel, a prudent stranger will not remain there. but look out for some furnished lodgings. The only way to find them is to walk through the principal streets, and inquire in the various shops, for bills in the windows announcing the fact that furnished lodgings are to let, are almost unknown. The few houses where such notices are displayed are always full. The people of Pera may be said to detest advertising; the majority of their shops have not even the name of the firm written up. But all the shops that display a proprietor's name are driving a roating trade. We could name a general dealer at Galata who has made a fortune simply because his name is on the door of his shop. If, by dint of asking questions, the stranger has found a house with rooms to let, he will have to combat two propositions, which are invariably made. Not content with letting the room, the people will propose giving him breakfast and dinner also. He may accept the breakfast, but he should decline the dinner, for, in most cases, he will have to eat it alone, in the worst_room of the house, served on a dirty tablecloth, by a grumbling servant, while the children of the house come in and look at the barbaria 1 taking his meal. The reason why the people of Pera are so fond of making contracts for farnishing dinner is, that of six dinners but three are eaten. The stranger gets disgusted, and, falling in with friends and acquaintances, he naturally goes and dines at an hotel. He cats one dinner. and pays for two; and, since in the end he must dine at an hotel, he had better do so from the first, There are no restaurants where a man can dine à la carte. The prices for dinner in the at tels vary from 3f. to bl. per day.

The next proposition which the stranger should resolutely decline, is to take the rooms by the month. Some triffing difference in the price is held out as a balt, but it should not be swallowed. If taken for a month, the landled will also insist on prepayment, and every complaint of rudeness, fifth, and neglect is after that met with the cool rejoinder, "Siete pudrone," "You are perfectly at liberty to go if you don't like the house." But, if the stranger retains really the mastership of his own movements by not binding himself for more than a day, he will meet with a small degree of attention, and, strange to tell. in that case no one will ask him to pay in advance. Where the people refuse to let their lodgings by the day, there the stranger had better refuse to live, for assuredly the proprietors calculate upon a month's tent for a fortnight's occupation. The price of lodgings varies according to the size of the room and house: two francs per day is very cheap, and francs per day very dear. Very good rooms, not too much infested with vermin, may be had for from four to six france per day, and, if the bargain be well driven, the breakfast should be included in that sum. A room, when hired, should be taken possession of at once, for the landlords here do not scruple to let the same room twice in a day, and he who comes first occupies it, while the man who comes too late is in a very awkward position, especially if he has given up his room in the hotel. A slow or carcless person may most unexpectedly find himself on the payement, with his traps loaded on the shoulders of two han.a's, whose language he does not understand. but whose impatient gestures ask as plainly as words can tell, "where, in the name of all that is absurd are we to go to?"

These hints will suffice to help a stranger over the difficulties of the first few days, and enable him, on settling down quietly, to live and learn the manners and customs of the Perote Franks.

Money.—The ailver cein is as follows: Plastre (Ghrouch)—about 2d. English; 4 do. (Limi-para)—1d. English; 4 do. (Onlouk)—3d. English. The Gold is as follows:—Rubrah—64d. English; Beschlish 5 plastres = 1s. 14d.; 20 plastre-piece (old Ghazi)—about 4s.; 25 do.—4e. 2d.; 10 do.—2e.; 5da.—4a. An English £1 is equal to from 150 to 160 plastres.

Brousse, or Prusa .- This city is brought | river, until it sweeps by the angle of Constantinointo easy reach of all travellers to the East, by the establishment of a line of steamers from Stamboul. which make the trip in about 6 hours to Mondania, its port, where horses and arabas are always to be had, with which to arrive here the same evening. Brown is as celebrated for the beauty of its position, at the foot of Mount Olympus, as it has always been famous for its hot sulphur and chalybeate baths, which are much rewrited to by the natives and resideuts at Stamboul, but have not yet attracted sufficient attention in England. The invalid will here and three Hotels where every comfort may be had, and eme lowy in that lately erected close to the baths, in a most picturesque locality, occupied by Mon. Michel, who was for five years chef de cuisine n one of the Peninsular and Oriental Company's Steamers from Suez. An English Physician, Dr. Cullen, is now resident here. Besides excursions up the mountain, there is much in the town of great interest in the study of Oriental life in all its freshness. The traveller should always bring sovereigns with him, as it is the coin most in repute, and generally commands a small premium.

Constantinople .- (With Map in Special Edition.)

HOTELS:

HOTEL DE L'EUROPE, an excellent house,

HOTEL D'ANGLETERRE, good, but dear.

The charge at the Hotel d'Angleterie is 17 france per day, for board and lodging, board consists of a good substantial breakfast and dinner, including wine. This is charged whether the traveller takes his meals at the Hotel or not.

The city of the Grand Seignlor stands on the Western shore of the Thracian Bosphorus, and its situation is equally remarkable for beauty and scentity. A gently declining promontory, secured by narrow seas, at the Fast of Europe, afretches out to meet the continent of Asia, from which its extreme point is separated by so narrow a strait, that in a quarter of an hour a boat can row from one consident to the other. This channel, which is called the Bosphorus, running about twenty miles from the Black Sea, between the beautiful shores of Europa and Asia, looks like a stately

ple, and enters the Sea of Marmora. But just before it is lost in that sea it makes a deep elbow to the right, flowing between the triangle of Constantinople Proper, and its suburbs o Galata and Pera, and forming the post which is called the Golden Horn.

Stamboul is built on seven hills, which appear to rise above one another in beautiful succession. The ridge of the first hill is occupied by the Seraglio, behind which, a little on the reverse of the hill, the dome of Santa Sophia can be seen. The second hill is crowned by the mosque of Osmanich, whose dome is strikingly bold and lofty. The still grander mosque of Soliman the Magnificent towers on the third hill; whilst an ancient aqueduct, whose bold arches have the happiest effect, unites the summits of the third and fourth hills. All these, intermingled with houses painted of different colours. the gilded domes, and the elegant and slender minarets crowned by the shining Crescent, impress the beholder with a high idea of the magnificence and splendour of Constantinople. Its situation upon these hills is not only the cause of its beauty but of its salubrity, as it catches all the pleasant breezes from the Bosphorus, the Marmora, and adjoining plains of Thrace. It occupies the whole of a triangle, whose outline is fringed by old walls flanked by towers. Those on the side of the Sea of Marmora, and in some parts of the Golden Horn. have entirely disappeared. But on the land side there is a treble line of formidable ancient walls. which might easily be repaired. The interior of the city, however, but ill corresponds with the beautiful cound will which it presents at a distance. "There is no city that promiseth so much and so deceiveth the expectation." It condits of an assemblage of dark and narrow streets, without names, badly paved, and choked up with dust or mud. Disembarking in one of the numerous caiques, the traveller will land at Galata quay, and a dragoman or interpreter will conduct him through this miserable thoroughfure to an hotel at Pera, the district appropriated to Europeans.

Galata lies on the water-side, and is chiefly inhabited by merchants of all nations, who are confounded under the general name of Franks. They prefer it to Constantineple on account of its vicinity to the harbour. It resembles the very worst-part of Wapping and other sca-faring purlieus on the banks of our own capital. The steep and dirty unpaved street up the hill leads to

PERA, which is situated immediately above Galata, and stretches for more than two miles along the summit of a lofty hill. Pera has long been appropriated for the residence of the corps diplomatiques from the different nations of Europe, whe have each of them a palace here. It is also the residence of the most wealthy merchants, who, however, have not done much to render it a habitable place.

After a night's rest the traveller will be prepared to start on a visit to the principal places of attraction in the city and its environs. The first thing will be to hire a valet-de-place, interpreter, or dragoman, as they are called; the expense of one is 6 francs per day. In the next place it is proper to mention that the great mosques, the seraglio, and other public edifices, can only be seen by means of a permission or firman, granted by the Sultan or l'acha, the price of which is £5 10s., so that travellers generally subscribe together and make up a party so as to reduce he expense. As the seraglio, the principal mosques and bazaars, are situated in the city of Constantinoule, the traveller must descend the hill from Pers to Gaiata, and thence over the bridge of boats across the Golden Horn to Stamboul. The scene on this bridge defies description, from the strange combination of magnificent views with the extraordinary oriental crowd passing over the bridge jumbled together, and forming a wondrous kaleidoscope, as bewildering as it is novel and attractive.

SERACLES.—On the eastern promontory stands the palace and gardens of the Seraglio, which cover one of the seven hills. The imperial palace is encicled with lobbs of crystal and lamps of coloured glass, and ornamented with estrich eggs, &c., proclosed with lofty walls, and the whole space is covered with suites of apartments, mosques, baths, gardens, and cypress groves. So many glittering domes, rearing their lofty heads above the verdant follage and painted terraces, produce at a distance a very beautiful effect, which, however, is entirely less upon a nearer inspection, for they are huddled together without symmetry or order. The principal entrance is on the west, through the Bababsonnajan, or Sublime Porte, which is built of marbles, and has a very beavy appearance. Withis is the Sret court, which contains the Mint and the estevated fourth of the Apostles; that of Achibet

Vision's divan; opposite is the Baba Salem, or gate of Health, which leads to the second court, where is the Audience chamber, in which Foreign Ambassadors were received by the Sultan in poreos. In this chamber is the Throne, which resembles a large four-post hed. The gate which terminates the second court is called Baba-Saadi, or the gate of Happiness, torough which no stranger is allowed to pass. The furniture of the Palace consists chiefly of the suchs spread round the room, the carpets, and the mirrors. The waits are wainscotted with jaspar, veneered ivory, and mother-of-pearl, and the langings are of silk and cloth of gold, with fringes strung with pearls and Inferior jewels.

The Mosques .- There are fourteen imperial mosques; sixty ordinary mosques, varying in size and beauty; and two hundred and more inferior mosques and messdards; which latter are only distinguished as being places of worship, by having little minarets or towers configuous to them. Of the mosques, the first place, both for magnificence and elegance of architecture, is due to the church of Santa Sophia, situated near the principal gate of the Seraglio. It was built by Constanting. Among the numerous pillars which adorn this mosque, are six of green jaspar, which once supported the roof of the Temple of Diana at Ephesus; and eight of porphyry, that had been placed by Aurelian in the Temple of the Sun at Rome, but were removed hither by Constantine. The visiter should ascend the stairs and go up to the gallery, whence the view is exceedingly fine. The immense size of the building -the s'upendous concave of the domethe magnificence of the columns and varieties of marbles—the singular manner in which it is ifluminated with globes of crystal and lamps of coloures. glass, and ornamented with estrich aggs, &c., produce a striking effect. On looking down, and observing the number of believers at prayers, kneeling in rows across the body of the mosque, with their faces towards Meces, who are constantly bending up and down, touching the ground with their foreheads. and springing up again on their houls, the impression is by no means favourable to a European's gray ity, however grave may be the effect on the Mee selman. The most handsome mesques, after Sala-Sophia, are, that of Mahomet II, which erowus was of the Seven hills, and stands upon the site of the

1, constructed 610, at an enormous expense, and has six minarets of great height and beauty; that of Bajazet, in which are twenty columns of remarkable size and value; viz. ten of verd-antique, four of jasper, and six of Egyptian granite; that of Solyman II, which is esteemed of superior symmetry and elegance. The mosque of Lalell, or the Tulip, is small, but very elegant, and was built by Sultan Mahmond in 1753. It is walnecotted with vencered marble, and has two large embroidered tablets on which are represented the cities of Mecca and Medina. Every mosque has, in general, a large area in front, surrounded by a lotty colonnade of marble, with gates of wrought brass, and in the centre a fountain of polished marble. Adjoining to each is the sepulchral chanci of its founder, where his remains are deposited. Some of these tombs where the sultans, viziers, and great personages repose, are exceedingly pretty. looking through the grated windows of these, the coffins, surmounted by shawls and turbans, and slightly elevated from the floor, with little lamps continually burning, and immense wax torches ighted on particular occasions, strike the eye with peculiar effect. The tomb of Sultan Mahmoud is a peantiful building, entirely composed of white marble, and only recently erected. The room is like a large saloon, well fitted up and carpeted; in the middle of the coffin or catafalque, surrounded by radings of mother-of-pearl, and covered with red velvet richly embroidered in gold. Four magnificent cashmeres are laid on the coffin, and generally there are crowds of women there at their prayers. with their yachmaes lightly tolded, and only their eyes visible. A number of Turks in various costumes are also to be seen at prayers on their carpats. This is the most hand-ome tomb in Stamboul.

THE M NABETS form one of the most pleasing and striking features in the architecture of Constanti-Nothing, indeed, can surpass the effect produced on the nights of illumination at the Turkish capital, when long strings of lamps are hung in festoons from one to the other of these miender lofty towers. Near the summit of these rinarets there is a little gallery, from which, at the ave appointed seasons in the four-and-twenty hours, the Murzzin culls the Mahometans to prayer. Some of the grand mesques have two, others four, and one has even six of these minarcts.

tains are among the chief ornaments of this remarkable city. Some of these, indeed, with their marble fronts, elaborate arabesque ornaments, and Chinese-like roof-, are most beautiful objects. Their number is extraordinary. They meet you whichever way you direct your walk; they stand by every mosque-for before a Turk prostrates himself in prayer he must perform his ablutions. water required to supply these fountains is immense, and is brought from artificial lakes near the forest of Belgrade, about twelve miles from the It is conveyed by means of subterranean aqueducts, and souterazi, or hydraulic pyramids, which latter are placed at regular distances, and ingeniously contrived to overcome the inequalities of surface presented by the country.

SLAVE MARKETS .- There is now no regular slave market in Constantinople. The fair Circassians and Georgians reside in the houses of the merchant to whom they are regularly consigned by their friends. and of these it is impossible for a Frank to obtain a glimpse, for the usual privacy of the harem is granted to them. The chief depôt of the blacks is in a large court-yard attached to the mosque of Suleyman.

THE BAZAARS, where all the business of Constantinople is transacted, are very extensive and numerous, and essentially Opental in appearance. They consist of lotty clothers or corridors, built o stone, and lighted by domes, which are admirably adapted for the climate, and in summer afford a pleasant retreat. Every trade has its particular quarter; and each dealer has a small shop in front, with a room behind for his wares. In one street nothing is to be seen but arms of different kinds: another is filled with jewels, diamonds and precious stones: some are lined with India stuffs, cashineres. with brocade of silver and gold, &c., while numbers of streets are occupied by shoe makers, furriers, pipe makers, cooks, or confectioners, each being confined to a distinct district. The different trades are also appropriated to different nations, and each has the " proper custom of his respective country. The Avmenians with their huge black caps; the Turks with their immense rolled turbans; the Persians with their high sheep-skin conical caps, and every other variety of head-dress. Then the passengers in every Oriental costume - Turks, Allanians, Egyptians, Circussians, merchants, scheiks, der-. FOREZARA. After the mosques, the public foun. | vishes, slaves, and water-sellers, &c. - give such a

moder, yet picturesque appearance to these Basaus, that they afford a constant source of amusoment to the European. No spot in the world can boast of each an accumulation of valuable incr-chandise as the great Bazaus of Constantinople. They are perfect thorough-faces for horses, as well as for foot passengers. Not the least angular attraction are a number of Turkish women continually throughing these bazaus, in their feridjee, or folding mantles, peeping through their yachinase, or veil, at the sight of a European.

DANCING DERVISHES -- The Dervishes generally perform twice a week, Tuesday and Friday, in a convent in Pera. There are about twenty performers, with high, round, felt caps, and brown At a given signal they all full flat on mantles. their faces, and rise and walk slowly round and round with their arms folded, bowing and turning slowly several times. They then cast off their mantles and appear in a species of long, full, bellshaped petticoats, and jackets; their feet bure, and one after the other begin to spin; revolving, daneing or turning, for fitteen minutes with extraordinary velocity. It is a ludicrous exhibitio , and excites feelings of ridicule and contempt. Moreover, instead of the Dervishes having that pious and devout appearance the monks of La Trappe and other orders have-in-plring a certain degree 6) respect these religious dancers have a sly, con mag, repulsa e look, peculiarly disgusting to Lutopicans, and in fact, they are in very bad repute gaiong the Frank population of Constantinople.

A Han or Kuan is a square surrounded by buildings with gaileries all found, a tree or two in the middle, and a foundain or coffee-house in the collier. There are nearly two hundred of these places in Constantinople for the secommodation of merchants urriving by caravans. No charge is made for their use; but the rooms are entirely unfumished, so that the occupier must bring histoathers, his little carpet, and such humble articles of cookery as he may require.

Excussion to the Bosphorus.—Every visiter from England will, no doubt, enjoy a sail up this celebrated strait, in one of the pretty lattle caiques, rowed by a couple of stout Turks. These men row very well and the trip is exceedingly pleasant. Or the excursion may be performed by the steamer. No voyager or artist has yet done justice to the beau-

tiful scenery of the mesphorus. The rounded outman of the hills, the light rich green of the vegatation, the luxuriance of tree and flower and herbage, resemble the banks of Killarney or Windermere. For thirteen miles, the waters escaping from the Black Sca. now compressed by swelling hillocks to a breadth of little more than a mile. then expanding into sheets of four times that space across from shore to shore, gush along in a flood of dark blue, like the Rhone as it issues from the lake of Geneva, till they mingle with the sea of Marmora, passing in their course by a succession of wood and dale, ravine and bill side covered with the most profuse carpeting of leas and blade while kiosk and pleasure grounds, bastions and loopholed curtains, gay gardens, villas, mosques, and noble mansions, stud the banks in unbroken lines, from the very foot of the forts which command the entrance up to the crowning glory of the scene, where the Imperial city of Constantine. rises in many coloured terraces from the verge of the golden horn. The hills strike abruptly upwards to a height varying from 200 to 600 feet. and are bounded at the foot by a line of quays. which run along the European side from Pera to Buyukdere, about five miles from the Black Sea simost uninterruptedly. These quays are very numerous on the Asiatic side also. The villages by the water side are so close together, that Pera may be said to extend from Tophana to the forts beyond Buyukdere. All along the water's edge there are a succession of villas and palaces, and small kiosks, which remand the traveller of an Italian lake -- Como or Otta. There are several palaces belonging to the Sultan, situated on such eminences as one sees on the Rhine or the Moselle, wherever a beautiful view is to be commanded. in the absence of all artistic impressions, the Turks are great admirers of nature. Fields and forests, blue water and skies, sunny air and bright flower gardens, are the great sources of their happiness. The state of listless dreaming into which the contemplation of these objects throws them they call kef. These little klosks, dedicated to the idiest inactivity of mind and body, are perched about the bills of the Bosphorus, and there the Turk dreams away his leisure time, drinking in the bright and lovely prospect around him, with only the bubbling of the Narghile to assist rather than intrude upon his contemplation.

The kiceks and remuences of the Poches, the retreats of opulence, line these favoured almose, and these dwellings succeed each other quite as numerously as the houses on the road from Hyde Park corner to Hammersmith, and at places such as Therapia and Buyukdere, they are dense enough to form large villages, provided with hotels, shops, cafes, and lodging-houses. The waters abound in fish, and droves of porpolses and dolphins disport a myriads on the surface of the Bosphorus, splashing and playing about in the plentitude of their strength and security, till a sword fish takes a dig at them, and sets them off curvetting and snorting like sea-horees. The shores of the Bosphorus are enlivened by the tunumerable wicked-looking, felnera-rigged craft, darting by in all directions, and manned by wild, swarthy looking men, reminding one of Greek pirates, &c.

The prettiest spot to land at is a little village on the Asiatic side of the stream, above Therapia and Buyukdere, at the bend of the Bosphorus. From the summit of the hill above this village there is a fine view of the opposite or European shores of the Bosphorus, and even of the Black Sea, whonce

"Tis a grand sight, from off the Glant's Grave, To watch the progress of those rolling seas Between the Bosphorus, as they lash and lave Europe and Asia."

The return to Constantinople down the Borphorus is delightful, going with the stream, and keeping close to the Asistic skie—glowing with all the purple glories of an Eastern sunset—the prospect is most enchanting the whole distance, until you turn round the angle of the Golden Horn, and reach the landing place of Tophans.

CONVEYANCES.—Steamers to Samsonn, Sinope, Trobizonde, Dardanelles, Smyrna, Betum, Alexandria, &c.,

Beu tari.—It is a mile and a half across the Bosphorus from Galata to Scutari, which is situated on a sloping ground, and has a very picturesque appearance, from the mixture of trees, houses,

mosques, and minarets, and is the most Orients port of Constantinople. It usually serves as a rendexvous and an emporium to the caravans of Asia. It is now appropriated for the accommodation of Anglo-French troops. Scutari contains very extensive burying grounds, which are the handsomest in Turkey. These cometeries extend for miles on the East and South of the town, towards the sea. Above these is the hill of Bulgaria, from which there is the finest panorama of Constantinople. Far as the eye can reach over the ridge of hills rolls the Black Sea; Therapia and Buyukdere on the Bosphorus; the castles of Europe and Asia, the Golden Horn, Pera, Galata, and Stamboul, all in one beautiful eneircling ranorama.

Adrianople.—The first European capital of the Turkish Empire, standing at the confluence of the Arda and Tunsha, with the Hebrus. It was built by the Emperor Hadrian. The principal object worthy of notice are—the Mosque of Selm, and the Bazaar of All Pasha. It is about 20 hours distant from Constantinople, and about 95 English miles from Philippoli. There is a Khan here.

Philippoli. — A town in European Turkey, situated on a small island formed by the Maritza. It contains a Mosque and a Bazaar. The town was nearly destroyed by an earthquake in 1818, at which time it contained a population of 30,000. Distance from Belgrade, about 65 hours; from Adrianople, 95 Eng. miles.

Sophia.—A town in European Turkey situated on a beautiful plain on the Ixa, and surrounded with mountaina. Travellers can find good accommodation here; and there are some hot baths celebrated for their medicinal properties. Distance from Philippoil, 26 hours.

A concession has been granted for a line of Railway from Constantinople to Belgrade, vir Adrianople, Philippoli, Sophia and Nissa, with branches from Sophia to Widden and Orsova, and from Adrianople to Shumla and Rutschuk, on the Danube. Distance to Belgrade, 627 Eng. miles.

# ALGERIA.

The French territory in Africa, denominated Algeria, extends along the Northern count of the Continent from Tarbaque on the East, to Milonia on the west, the Atlas mountains traversing the country in two principal chains, of which the greater, separating the cultivated regions from the boundless waste of Sahara, forms the natural limit of the country; the French have, however, now established two stations in the desert.—Biskra and El Agouat. Several passes, abounding in scenery of majostic grandeur. exist in both the chains, the floest of which are the Tenush of Mousnigh, the Biban, and the El Kantasa. Many rivers take their rise in the Atlas, but they are all too shallow and rapid for any purposes of inland unvirution: the Cheliff is the most considerable, it ruses at the foot of Mount Ouenneseria, and after a course of about 300 miles, falls into the Mc literranean, at Kol-Mita. The mineral wealth of the Mountains of Algeria is very great, copper especially exists in abundance. The native bountation. which may amount to 3,000,000, has been generally divided into four classes, viz:-the Kabyles, or Herbers; the Moors; the Arabs; and the Jews; the first may be considered as the original inhabitants of the country, and tradition describes them as the descendants of some of those nations who fied before the victorious Israelites; a portion of their territory in the province of Constantine, with a few miles of sea-coast near Bougie, is still independent, and is the only pertion of Algeria which is now a closed country to the traveller. The Moors are descended from the ancient inhabitants of Mauritania , their complexions are lighter, and features fuller, than those of the Araba, who are the descendants of that race of Mahometan warriors who conquered Mauritania, and their countenances to this day attest their Asiatic origin; many live in fixed aboles, but a still greater number are migratory, and are called Bedouins. The Jews are chiefly descended from those who, at different times, were driven out of Spalis. they live entirely in the towns, and are devoted to trade; they are intelligent but bear a very bud character for integrity; many here, as elsewhere, have acquired great wealth a their women are deservedly celebrated for their beauty.

The European civil population can hardly exceed 70,000; it is composed of French, Spaniards, Germans, Italians, and Maltese. The army consists of about 80,000. Algeris is about 700 miles in length, and from 100 to 150 in breadth.

Algeria has submitted to many masters; part of it formed the ancient kingdom of Numbia, and after the Romans, it successively acknowledged the sway of Vandal, Byzantine, and Arab, the latter yielding before the victorious arms of the Ottoman Empire, of which it was declared a regency, and remained so until the French Conquest: Oran, however, for a short time owned the sway of Spain.

## HISTORICAL SKETCH OF THE FRENCH CONQUEST.

After the European peace of 1815, M. Duval was named Consul General at Algiers; he was born in the East, and understood the oriental languages, and the manners and customs of the inhabitants, but his policy was marked by great weakness, and he inspired none with confidence or respect. He consented, without making any objections, that the annual tribute paid by the African Company, established by treaty for the purposes of trade, should be raised from £24,000 to £80,000; and he also agreed that France should raise no forts or batteries around her factories -- a privilege she had always reserved in her ancient treaties. Hussein Dey succeeded to the government in 1819, and was so emboldened by the repeated concessions of the French Consul-General, that he openly announced his intention, when a favourable opportunity occurred, of abolishing the African Company, and destroying its establishments. His conduct soon brought about a very hostile feeling, on the part of the French government, towards his own, which was much increased by a dispute relative to a debt due from France to the house of Bacri and Busnach of Algiers, which house was itself a debtor to the government of the regency. The final rupture. however, took place in 1827, when the Consul-General went to congratulate the Dey on the eve of the Bayram; a discussion having arisen, Hussein struck the Consal with his fan; the news of this outrage was received with the greatest indignation in Paris, and on the 5th of June, 1827, the Moniteur announced that a squadron had sailed from Toulon to demand satisfaction for the insult offered to the representative of France. This squadron was composed of a ship of the line, five frigates, two brigs, and some smaller craft-in all, thirteen sail; on the arrival of this force, the Consul and all French subjects embarked, and through the medium of the Sardinian Consul-General the following demand

was made by the Commodore: 1. - The chief officers of the regency, with the exception of the Dey, will proceed on board the flag-ship, and make apologies for that Prince to the French Consul. 2 .- At a given signal, the French flag will be hoisted at the Casbah, and at the surrounding forts, and saluted with 101 guns. 3 .- The property of French subjects embarked on board an enemy's ship is not to be seized. 4 .- No vessels hoisting the French flag are to be visited by the Algerine Corsairs. 5 - The Dey, by a special treaty, will execute, as far as his dominions are concerned, all conventions concluded between France and the Sublime Porte. 6 .- The subjects of the following states are to be treated as French :- Tuscany, Lucca, and the Papal States. The Dey would not listen to these terms, and in his answer alluded to various violations of treaty on the part of France. A blockade then commenced, and the squadron was reinforced by three vessels of the line, and an Admiral appointed to the command. This state of things lasted till July, 1829 when an incident occurred which sealed the conquest of the The "Provence" ship of the line, and regency. the brig "Alerte," hoisted signals demanding a parley, and anchored in the harbour of Algiers; the Admiral, accompanied by his secretary, an interpreter, some officers, and a guard of honour went ashore, and made arrangements with the minister of marine and foreign affairs for being presented to the Dey the following morning. Two interviews took place, and no satisfactory arrangements were concluded; in a few days they embarked, and sailed out of the harbour, the flags denoting patley still flying, consequently forbidding a resumption of hostilities, during which time they were repeatedly fired at by the town and fort batteries This event decided the French government to take more energetic measures than had hitherto been adopted; and Charles X., at this time, becoming

from day to day more unstable on his throne, welcomed heartily this unsettled state of Algerine affairs, and desired, through that channel, to turn the minds of his people from political questions at home to schemes of conquest abroad : the mass of the nation, however, doubted the policy of the expedition; with the army alone it was popular. Early in the year 1830, the principal dockyards of France equipped 11 sail of the line, 24 frigates, 7 corvettes, 27 brigs, 7 steamers, in all about 100 sail, which fleet was destined to carry over 37,000 men to the shores of Africa, besides which, many merchant ships were chartered to carry over military stores. The army was commanded by General de Bourmont, and the fleet by Admiral Duperre; the troops disembarked at Sidi Feruch, about 13 miles west of Algiers, and after a hard-fought battle at Staoucli, and the capture of the forts around the town, Algiers unconditionally surrendered; thus terminated the reign of Hussein, and the Turkish domination in Algeria. A war of nearly 20 years' duration has left France almost the undisputed master of the country; for since the surrender of Abd-cl-Kader, the war against the natives has been confined to small expeditions for the punishment of a few refractory tribes. That extraordinary chief, who surrendered himself to France in 1817, was born in an encampment near Mascara, in the year 1806: his father took him to Mecca at the early age of eight; and shewing great quickness of perception during his youth, much pains were bestowed on hit education. Mohly-ed-Din, his father, it appears, conceived the possibility of establishing an Arabian dynasty in Algeria, and such ideas were instilled · into the mind of the young Abd-el-Kader; their discourses, however, on this subject, acquired too much publicity, and awakened the suspicions of the Bey of Oran, who arrested both father and son but they were soon set at liberty on condition of quitting the country; they returned to Mecca, proceeding by land to Tunis, and from thence by sea to Alexandria; from Mecca they visited Bagdad, and in 1828 they returned home, to which step no opposition was made. They apparently renounced politics, leading a most austere and moral life, and gaining the respect of all. The state of anarchy amongst the Arabs, which followed the conquest of Algiers, afforded an opportunity for the gratification of Abd-el-Kader's ambition; he rallied around him the tribes of his immediate neighbourhood, placed

himself at their head, and excited them by his poems, in the name of the Prophet, to resist the invaders; he was stimulated in his efforts by promises of aid from the Emperor of Morocco. His descent from Mahomet, and a pretended vision, in which he represented himself as sitting on a splendia throne, giving judgment amongst the Arabs, tended in no small degree to strengthen his influence. At length, having collected considerable forces, he attacked the garrison of Oran, and for seme time compelled the French to remain within their defences. Treaties of peace were, at different times, concluded with him; but the restlessness of the Arabs, and the encrosching spirit of the French. soon caused them to be broken; places which, after the dissolution of the government of the regency. acquired an independence of their own under the authority of the Emir, fell one by one into the hands of the French; such was the case with Tlemcen, Mascara, Mostaganem, and some others. He was at last considerably harassed, and was continually obliged to take refuge in the desert-he was accompanied by a numerous force of cavalry, and inflicted great loss on the French by appearing where he was leastexpected, and cutting off supplies; he continued, however, to harass the French till the end of 1417, when, finding his resources entirely exhausted, he offered to surrender himself to Genera I de Lamoricière, on condition of being allowed to reside at Mecca or Alexandria; Abd-cl-Kader performed his part of the contract, but the French government detained this brave man a close prisoner till 1852, when he was released by the Prince Pre-ident of the Republic, and Broussa was agreed upon as his future residence. Since his surrender no opposition of any importance has been made to the French, and their territory may now be defined as composed of the four ancient provinces of the Regency-Algiers, Titeri, Constantine, and Oran; that of Titeri has now been united to Algiera

The Government is vested in the hands of a governor-general and commander-in-chief; the three provinces, viz. Alglers, Oran, and Constantine, are each under the command of a general of division; the civil department in each is under a prefet; but, practically, he is quite subordinate to the military authority.

Conveyances.—Five or six departures, by steamer during the month, from Marseilles, Cette-

and Toulon. The voyage is accomplished in fortyeight hours; two to Oran; average length of voyage, three days; two to Philippeville, in the province of Constantine, forty-eight hours. Steamers from Algiers to Oran, once a week; from Oran to Gibraltar and Tangiers, once a month; from Algiers to Philippeville and Bona, three times a month: from Bons to Tunis, once a month. Diligences from Algiers to Blida, three times a-day, in five hours; from Philippeville to Constantine, three times a week, in about twelve hours; from Blids to Medeah, daily, in fine weather in about five hours: But the traveller is recommended to ride, as the road goes through the magnificent pass of the Teniah de Mousaiah. These are the only certain lines of diligences; but carriages go, when the state of the roads and the weather permit, from Oran to Tlemcen, and from Algiers to Aumale: all other journeys must be performed on horseback.

HINTO TRAVELLESS.—Before making any exlended journey into the interior, the English traveller should, through his consul, obtain an interview with the chef de bureau Arabe, who will give him a circular letter to the authorities on his route, is order that he may be enabled to get horses at places where none are to be hired. If the traveller is a sportsum, by all means let him take a gun, also a rifle, if he can conveniently do so. Pistola are quite unnecessary for purposes of self-defence; the roads are nearly every where free from danger, and where it exists the local authorities will always trant an escort.

Passroams.—The traveller's national passport is taken away from him on his arrival from France, and a pass provisoire is presented in return, which he retains during his stay in the country, and on his depa, are the original is returned. The regulations respecting passports are strictly enforced in all the seaport towns, but in the interior the passport is never asked for. The police requirer three days' notice before quitting the towns of Algiers, Oran, and Constanting.

#### MONRY .-- Same as in France

CEMEATE.—The elimate north of the Atlas much resembles that of the south of Spain, but more rain falls during the winter months; the heat, from June to Sopalabler, is excessive; south of the Atlas a more tropical climate exists, and rain rarely falls.

It is a healthy country to those who avoid excess in eating and drinking, who rise and retire to rest early, and who avoid sleeping in marshy localities.

A good map of the country has been made up from the government surveys, and published by authority; it may be obtained in Paris or Algiera.

A traveller may leave Marseilles, and be back in a fortnight, after having seen Algiers, Bilils, and Medeah, and the stupendous Teniah de Mousaiah, perhaps the most beautiful part of the Atlas Mountains.

## Algiers .- Horers :--

HOTEL DE PARIS, beautifully clean, an excellent cuisine, good attendance and moderate charges. De la Régence, good but dear. De l'Orient de Rouen—both good and moderate.

About 50,000 inhabitants. Built on the slove of a hill, it is exceedingly beautiful from the sea. The lower part of the town is now laid out in the French style, in good streets, with arcades for foot passengers. The Place du Gouvernement is well planned, and on one side there is a very good statue to the memory of the late Duke of Orleans, who was a great benefactor to the city-he built the new grand mosque. The native quarters of the town are on the upper part of the hill, and must, of course, be visited; they abound in curious speclmens of Moorish architecture. The court-yard of the governor-general's palace should be seenpermission is readily granted. The environs of Algiers are very picturesque; cabs and omnibuses ply in abundance all day. Algiers is a busy, cheerful town, and the variety of costume is exceedingly curious. The best dealer in Moorish curiosities and Algerian merchandisc (jewellery, &c.) is Mustapha Rayato, Place du Government, opposite to the New Mosque; he is an honest, good man, and his things are of the best quality. The mosques may always be entered, but you are expected to take your shoes off at the door. There is an excellent theatre, and a second has been built, destined for an Italian opera.

English Consul.-John Bell, Esq.

PHOTOGRAPHIC ARTIST.—Mons. Mäler.

Blida.—Hotz .— Hotel de la Régence—good.

A pretty town, of several thousand inhabitants, at the foot of the lesser Atias, thirty miles from Algiers; the road from the capital grosses the beautiful plain of the Metidia, and passes through the flourishing French villages of Douara and Bouffarick. There is another road equally good, but rather longer, which passes several miles to the eastward of Douars. A railway is projected from Algiers to Blida.

Constantine.-There is but one hotel, and that is bad and dear. Population, about 37,000, chiefly Arab. In the city itself there is little to sec, but its position on a precipitous rock is most singular: it is the capital of the province. The easiest way to reach Constantine from Algiers is to take the steamer to Philippeville, and proceed from thence by diligence. The land journey from Algiers occupies nine days, and the road passes through some magnificent scenery; but there are too many difficulties to be encountered to recommend this route at present, as the roads are frequently impassable; the traveller is, consequently, obliged to retrace his steps, and await a continuance of dry weather before he can proceed. This state of things will not last long, as the government employ large bodies of the troops on the roads in all parts of the country. The province of Constantine contains many Roman remains, some of them in a high state of preservation.

Medeah, -- Hotel :--

Hotel de France-tolerable.

in the lesser Atlas, several thousand feet above There is outside the town an aquethe sea. duct of Roman construction, though little of t original can be traced, awing to constant repairs The road to Blida rivals in beauty some of th great passes of the Alpa, with a more luxuriant vegetation. The river Chiffs is crossed about ten times: a good road is in course of construction.

Miliana.-- Hotel: --

But one, and that indifferent.

A small town, fifty miles from Blids, and about the same distance from Medeah. It is situated on the slope of a mountain called by the Arabs the Copper Mountain. From it there is a magnificent view of the plain of the Cheliff, and the range of the Great Atlas beyond. Lions are common in the neighbourhood of Miliana.

Oran. - Hotel :- Hotel de France-good.

The capital of the province of that name. Prettily situated on several hills, but an ugly town. The harbour is six miles distant, and is called Mers-el-Kebir (Arabic, Great Harbour.) The European population of Oran is about 9000. English Consul, Charles Tulin, Esq.

Philippeville .- A small unhealthy town A small but most beautifully situated town where travellers disembark for Constantine.

# OVERLAND ROUTE TO INDIA.

For a full description of India and the various Rontes thither, see

# BRADSHAW'S OVERLAND GUIDE TO INDIA, EGYPT, AND CHINA,

A Traveller's Manual, showing how to reach, and how to live in the Presidencies of Bengal, Bombay and Madras; giving graphic descriptions and useful information connected with Railway, Steam Ravigation, Coast'ng, Coach, Dawk, Flat, Horse, Camel, Donkey, and Elephant Conveyances, Electric Telegraphs in India and Egypt, and Practical Instructions how to Form, Conduct, and Purchase an Indian Establishment, with most valuable hints on Indian Domestic Economy, Price Current of Articles in General Demand, the Management of Bayaar Accounts, together with Tabular Forms of Expenses, &c., of seventeen different Routes, Hints as to the Purchase of Outfits, Pa-sports, Luggage, Value of Indian Currency and Weights, &c. &c., Epitome of the Indian Mutiny, and Vocabulary of the Hindostanea Lunguage, with plans of Calcutta, Constantinople, &c., and splendid Maps of India. London, W. J. Adams, 59, lect Street, Price Five Shillings, free by post for 5s. 4d.

### ROUTE via MARSEILLES.

For information respecting the journey from London to Marsellies, sea Paris, the hours of departure, modes of conveyance, cost, &c., see pages 44, 45, 46, and 47. A conveyance leaves the office of the Administration des Services Maritimes des Message ries imperiales, Rue Notre-Dame des-Victoires, Paris, each morning at half past 9a.m., and arrives at Marcellies at 9 p.m. the following evening. Fares—108, 87, and 72 frs.

The railways and the steamboats on the rivers Sance and Rhone have so consulcrably facilitated the performance of the journey from London to Marsallies, as to render it easy of accomplishment in a few hours. Thence travellers can proceed to Matta, Alexandria, and Constantinople, or to any of the later rediste ports, either rapidly per direct packets, or more leisurely via Italy, thereby visiting varvute the most remarkable towns of that country—seach as Genes, Horenco, Rome, Naples, &c.,—all of which will be found described in the Grims under the head of Italy, and the Routes laid down in "Bradsi-gas" to reland Guide to India."

The steam-ships of the "Administration des Services Maritimes des Messageries Impetales," Rue Notre-Dame-des-Victoires, convey the French mails between Marsellles and the principal ports of the Mediterranean Sea. They average from 120 to 220 horse-power. For particulars in reference t Times and Fares see alphabetical list of Steamera.

For notice of the different lines, viz., the Italian, Levant, Greek, Egypt and Syria, between Constantinople and Alexandria, and the various lines they correspond with, see alphabetical list of Steamers, pages 181 to 212, where the most ample information will be found recorded.

Passengers wishing to visit Genoa, Leghorn, Florence, Rome, Naples, and Messina, en route for Malta, or any destination beyond it, can embark in the packets of the line of Italy, leaving Marsellies on the 9th 19th and 29th of each month. They are privileged to stay ten days or more at any of the intermediate stations, proceeding to their des-

fination by subsequent packets, within a delay of four months. On re-embarking, they are only entitled to such borths as are vacant when due notice of the departure is given at the company's office. The passage-money is always to be paid in advance, and in no case returned.

Passengers must strictly adhere to the printed regulations on board. They cannot have the exclusive occupation of a state-room, unless engaging al the bertis therein. The tariff of luggage is given in pages of the Guide already referred to; and the following is the charge for extra luggage on board the packets, viz.: -10 frs. per 70 kilos, between Marseilles and Malta, and 25 frs. per 70 kilos, to any destination beyond Malta. Goods and merchandise are not admitted as læggage. Carriagos are charged as follows:-

Large size .... at 1½ fares of 1st class passages. Small size (2 wheels) ditto. ditto.

In addition to the instructions given in reference to l'assports, under the column of "General instructions," at p. xxvi and xxxiii, the following taraff of charges will be found useful to the traveller:—French polico visé, gratis; British, 2 frs. 80 c.; Sardinian, 4 frs.; Tuscan, 2 frs., Homan, 3 frs. 50 c.; Neapolitan, 6 frs.; Greck, 1 fr. 50 c.; Russlan, 6 frs.; Spanish, 5 frs. 50 c.; Durich, 5 frs.; Itelgian, 4 frs. 50 c.; Purisha, 4 frs.; Austrian, 3 frs., 90 c.; Swiss, 2 frs. 50 c.; Turkish, 2 frs. 50 c.; American, 10 frs. 50 c.; Danish, 5 frs.

NOTICE TO HOMEWARD TRAVELLERS RETURNING FROM INDIA.—The Packets of the Marino Service of the "Messagerica Nationales," on their return voyage from Alexandria, are accompanied by

Nyage from Arexandra, the accompanies of any Surgeon, but if the passage does not occupy 8 days, the passengers remain on board in the offing until that time has chaeced, when they are allowed to enter the harbour of Marseilles. In consequence of this, on their calling at Malta, no passengers an amitted but those who are not subjected to quarantine. Travellers should then bear in mind, that in order to avail themselves of the advantages offered by the French route, they must embut ken board the French Packets at Alexandria, for should they proceed to Malta by any other steamer arriving there in quarantine, they would not be admitted on board the French Packets.

EXCURSIONS TO UPPER EGYPT.—The following information will prove useful to the general mass of travellers visiting Egypt.

The steamers of the Egyptian Transit Administration perform regular trps on the Nile, from Cairo to Upper Egypt, by which means that interesting vayage—once so difficult and expensive—can now be accomplished most comburtably and economically in about eighteen days, thus opening an easy, interesting and agreeable route to an almost unknownland, which offers besides the highout historical interest, the advantage of a mild and salubrious climate during that season throughout which the severest cold is experienced in Europe.

Few who have not explored Upper Egypt exit conceive the deep interest appertaining to every feature of its historical character, or rightly analysis its territorial monuments and ruins.

### ROUTE via TRIESTE.

GENERAL INSTRUCTIONS, &c .- BAGGAGE .- A TOcent regulation enables passengers for India. vid Trieste, who are encumbered with heavy baggage, to ship it at Southampton by one of the steamers leaving that port for Alexandria, on the 4th and 20th of each month. By adopting this plan much fromble and annoyance will be saved and the Traveller need only take with him such portion of his baggage as he may require until his landing in India, and the less he takes the better Passengers returning from India should adopt a similar course. and leave the cumbersome portion of their baggage at Alexandria for shipment to Southampton. Much inconvenience, arising from delay, &c., will be avoided by parties forwarding keys of packages subject to duty, with the address of the owner, and the list and value of the contents, to 127, Leadenhallstreet, London; or to Hickle, Borman, and Co. Oriental-place, Southampton. Personal baggage. when declared for transit at Ostend, can be forwarded to Trieste free of Custom-House examination. The same course is adopted in reference to baggage rom Trieste which need not be examined until arrival in London. It may be well to state that luggage declared for transit cannot be used until its arrival at its destination.

Passengers, on their arrival at Trieste from Alexandria, can have the extra quantity forwarded to England, &c., b) giving the necessary instructions at Trieste. Two pounds per cwt. is the tarist to England, exclusive of Custom-House charges.

Passengers must not take sealed letters into Austria, such being contrary to the pestal regulations of that country. Persons going to Trieste, vid Ostend and Vienna, are recommended to obtain a Foreign Office passport vised first by the Austrian Ambassador, and afterwards by the Belgian Consul, if rad Ostend. If there be different members of a family travelling logether, their names can all be included in the one passport. (See pages xaxiii to xxxviii.)

MONEY.—Sovereigns, are the best to take from England. No paper money or Foreign coin, should be taken beyond the Austrian frontiers, as it will be refused.

Though we give, in connection with the furnished, details of the various routes, the probable hours of arrival and departure of the different conveyances, yet we recommend, as a general course, that the tonist or traveller should refer himself to the

Railway Time Tables and Alphabetical List of Steamers, to be found in their proper places in the Indian and Continental Guipzs, where he can accurately ascertain the exact hour.

We give the following routes, in order that the tourist may be enabled to chose such as he deems most worthy of his adoption.

### ROUTES OUTWARD.

### ROUTE 1.

London to Trieste, by Cologne, Presden, and Viennu.—The distance is 1,507 miles, and the time occupied five days sixteen hours. Fares: first class. £10 11s.; second class. £7 13s. 5d.; and third class. £5 13s. 10d. At Magdeburg the traveller can continue onward to Berlin, he can reach Vienus by fall, through Breslan, but the expense will be a little more than by the direct route.

### ROUTE 2.

By Ostend, Cologne, Frankfort, Ratisbon, the Danube, and Vieuna, at the cost of £8 19s. 6d. for first class, £6 10s. 2d. 2nd class, and £5 8s. 9d. third class.

### ROUTE 3.

By Mayence, Frankfort, Ratisbon, Bruck, and Laibach.—London to Mayence, Railway and Steambout, Mayence to Frankfort by ruil, Frankfort to Hatisbon by diligence, Rutisbon to Linz by steamer and diligence, Linz to Bruck by diligence, Bruck to Laibach by ruil, Laibach to Trieste by rail; Cost: lat class, £6 78. 8d., 3rd class, £6 78. 8d., 3rd class, £6 3s.

### ROUTE 4.

By Mannheim, Carisruhe, Stuttgard, Augsburg, Munich, Salzburg, and Bruck.—Journey performed in 1345 nours. Cost: 1st class, £7 14s. 2d, 2nd class £6 3s. 6d.; 3rd class, £15 5s. 5d.

### ROUTE S.

By Uim, Fussen, Innspruck, and Concellano. The journey is made in 1424 hours, at the cost of £6 11s. 8d, 1st class, and £5 9s. 10d. 2nd class.

### ROUTE 6

By Raic, Lucerne, Milan, Verona, and Venica. Cost: 1st class. £6 10s. 4d.; 2nd class. £5 8s. 6d. Time occupied, 127 hours.

### ROUTE 7.

By Amiens, Paris, Geneva, and Milan. Cost: 1st dass, £11 2s. 2d.; 2nd class, £9 4s. 8d. Time, 121 bours.

### ROUTE 8.

By Hamburgh, Berlin, Breslau, and Vienna. 1st ### £10 8a. 2d.; 2nd class, #7 9s. 3d.; 3rd class, #5 14a. 10d Time occupied, 1284 hours.

Travellers anxious to enjoy the magnificent scenery between Vienna and Trieste, should grossed by the day train from Vienna to Gratz, where they should stop a short time and then proceed by day train to Laibach. Conveyances from Laibach may be had at the Imperial Diligence

Office; by taking four seats, a separate post carriage can be hired. The traveller can stop at Adelsberg sufficient time to see the magnificent grotte close to the station, if he starts over night or early in the morning.

### ROUTES HOMEWARD.

### ROUTE L.

Trieste to Venice, by steamer, in six hours. Venice to Milan by rail. Milan to Geneva, by diligence, and thence to Lyons or Dijon, either of which josrneys may be made in two days. Thence rail to Paris. Or.

Milan to Como. by rail, in about two hours; thence by diligence to Lake of Lucerne, by the St. Gothard Pass, in 21 hoffrs. Steamer in four hours down the. Lake of Lucerne to Lucerne; thence to Bâle, by diligence, in nine hours, the last hour by rail. From Bâle to Strasburg and Paris, by rail, in 12 hours.

### ROUTE II.

Trieste to Laibach by diligence; thence to Vienrague, Dreaden, (to Berlin, Haile, and Cassei, by rail. Cassel to Frankfort, Mannheim, Nancy, and Paris—or Cassel to Hamm, Dusseldorf, and Alx-la-Chapelle, by rail—thence to London by rail and steamer.

At Cologne, Vienna, Berlin, and Breslau, the stations of the North and South Railways are at opposite ends of the town. The conveyance thereto and from, as the case may be, will cost a small trifle. The station porter will be found useful to travellers, and his services can be secured for 6d, or 3d.; for this trifle he will attend to the luggage, see it weighed, marked, and bring a ticket, which must be produced before the baggage will be given up on arrival at the station to which it is booked.

From Trieste, parties anxions to visit the Ionian Islands, Greece, Constantinople, Asia Minor, and Egypt, can do so at a comparatively small outlay Travellers from Greece and the Ionian Islands are admitted to free pratique. Those from the Levans and Greece are accompanied by health officers, and the quarantine is performed on the voyage, so that passengers can now proceed on shore immediately on arrival at Trieste, provided the vessel has a clean bill of health. Tickets are available on all the lines for two months; and travellers may land at any port on the line, provided they inform the captain of their intention, and afterwards cas proceed on by the Company's next vessel.

The departure of the Austrian Lloyd's indiged steamers to Alexandria, vid Smyrna, takes place twice each month, in eleven days, at 4 p.m. Te the Levaut, every Thursday, at 4 p.m. To Dreece, every Thursday, at 4 p.m. To Ancone, Brindist, Ionisa Islands, Patras, &c., across the Isthmus, to Athens and Syria, on every alternate Monday, at 4 p.m. To Dalmaila, os each Monday, at 4 p.m. excepting in the mosths from October to April, when

the boat leaves every Monday, at 6 p.m. To Istria, on every Wednesday and Saturday, at 7 p.m. To Venico dally, at 6 a.m. From Trieste to Venice a first class return ticket may be had for £1 0s 3d., and is valid for seven days.

Passengers embarking on board, or landing from the Austrian Lloyd's steamers, who require a boat to themselves must pay 2s.; several passengers in one boat, pay each 8d.; families, 4s.; and luggage—viz., trunks, boxes, mattresses, and portmantesus, for each package, 2d.; hat-cases, carpet bags, &c., are free.

In Germany few travel 1st class, the 2nd being scarcely inferior to the English 1st clavs. In Belgium and Austria the 2nd class is pretty good; but travellers will exercise their own discretion in reference to this matter.

For further information see "General Instructions to Continental Travellers," pp. xxvii to xxxi.

### Alexandria .- Stat .- HOTELS :--

INDIA FAMILY HOTEL, situate in the principal square, a comfortable good house.

Alexandria, the ancient capital of Lower Egypt, is situated on the Mediterranean, between the Lake Mæriotis and the Isle of l'haros Few cities present more attractive features to the traveller than this. Its ruins, desolation, traditions, and departed glories, are alike worthy the student's consideration, who will find much to admire in its present appearance and position, as well as be delighted with the inspection of its antiquities. It is enclosed by walls of Saracenic structure, supposed to have been built by one of the successors of Saladiu, in the 13th century. The original city was built by Alexander the Great, soon after the fall of Tyre, about 333 a.c., for a mighty purpose, and with a grand design, it realised the hopes of its founder, as, not long after its erection, it became the emporium, not only for merchandise, but also for all the arts and sciences of Greece. Strabo tells us that ancient Alexandria was 30 stadia in length from east to west, and 7 or 8 stadia even where narrowest. The circumference was 9 miles, but Pliny, including no doubt the suburbs, reckons it at 15 miles. Lake Mæreotes bathed its walls on the south, and the Mediterranean on the north. It was also intersected by straight parallel streets lengthways, and a free passage was left to the northern wind, which alone conveys coolness and salubrity into Egypt. At the gate near the sea, a street of 2,000 feet began and terminated at the gate of Canopos. This street was decorated with magnificent houses, temples, and buildings. Along its extensive range the eye was never thred of gasing on its marble, the porphyry and obelisks which at some future day were destined to embellish Rame and Constantinople. The great street, the handsomest in the world, was intersected by another of the same breadth, which formed a square of half A league in circumference at their junction. From the middle of this great place the two gates were to be seen at covp d'ail, as also vessels arriving

under full sail from the north and south. Palace, which projected beyond the promontery of Lochras, occupied more than a quarter of the city. Each of the Ptolomies added to its magnifi-It contained within its enclosure the Museum, an Asylum for learned men, groves, and buildings worthy of royal majesty, and a Temple, in which was deposited the body of Alexander in a gold coffin. This beautiful monument was violated by the infamous Seleucus Cibyofactus, who carried off the gold coffin, putting a glass one in its place. Alexandria also extended along the northern bank of the lake, and in its eastern view embraced the Gymnasium, with its portice of more than 600 feet long, supported by several rows of marble pillars. Without the gate of the Canopos there was a spacious circuit for chariot races whilst beyond that the suburb of Nicopolis stretched along the sea shore, and seemed a record Alexandria. A superb amphitheatre was built there, with a race-ground for the erlebration of the Quinquenalia. Such is the description left us of Alexandria by the ancients, but, above all, by Strabo,

The architect employed by Alexander in the construction of this city was the celebrated Dinocratus, who acquired such great reputation by building the Temple of Diana at Ephesus. Ptolemy Soter, one of Alexander's captains, was the first to render this city populous. He was appointed Governor of Egypt soon after the death of the Macedonian monarch, assumed the title of King, and made Alexandria the royal residence, B.C 304 years. Ptolomy Philadelphus also added much to the embellishment and grandeur of Alexandria. In the first year of his reign, the celebrated watch-tower of Pharos was crected. which, when finished, was considered one of the wonders of the world. The tower was a large square structure of white marble, on the top of which fires were kept constantly burning, for the direction of sallors. The building cost, if Attic, 800 talents, or £165,000; if Alexandrian, twice that sum. A curious stratagem was resorted to by the architect of this tower to perpetuate his name in connection with it, and take all the glory to himself. Being ordered to engrave upon it the following inscription..." King Ptolomy, to the Gods the Saviours, for the benefit of Sailors'-instead of the king's name he substituted his own, and then, filling up the hollow of the marble with mortar, wrote aron it the above-mentioned inscription. In process o time, the mortar having fallon of, the following inscription appeared: - Soutratus, the Cuidian, the son of Dexiphanus, to the Gods the Saviour of Sallors."

The Temple of Serapeum had within its verge the celebrated Alexandrum Library, containing 703,000 volumes in collecting books for this library, the following plan was adopted, viz., to seize all those which were brought into Egypt by Greeks, or other foreigners. The books were transcribed by persons appointed for that purpose. The copies were then handed back to the proprietors, and the original laid up in the library The works of Sophooles, kniptides, and Kachyins, were browed

from the Athenians by Ptolemy Euergetus, who returned them the copies transcribed in as beautiful a manner as possible, presenting them at the same thue with £30,000 for the exchange.

This city, like all others of note in the early ages, was often the scene of terrible massacres. About 141 years before Christ, it was all but destroyed by Ptolony Physion. At this epoch nearly all the learned men fied to Greece, Asia Minor, and to the Islands of the Archipelago, where they revived learning, and the arts. From this period the fortunes of Alexandria were dimmed by feuds and scenes of carnage, until taken by Amron, who, astonished at the richness and grandeur of the city, wrote to the Calph:- "Phave taken the City of the West. It is of immense extent; I cannot describe to you how many houses it contains. There are 4,000 palaces, 4,000 baths, 12,000 dealers in fresh oil, 40,000 Jews who pay tribute, and 400 theatres, or places of amusement." From this period until the year 924 the city remained subject to the Caliphs. and then tell into the hands of the Magrebians. The chief thing which contributed to raise Alexandria to the pitch of extraordinary splendour which it enjoyed for so long a period, was its being the centre of commerce between the Eastern and Western world. And, though the revolutions which occurred in the government of Egypt, after it fell into the hands of the Mahometans, frequently affected this city to a very great extent, yet the excellence of its port, and the innumerable conveniences resulting from the East India trade to the different Governors of Lgypt, preserved it from total destruction when in the hands of the most bubarous nations, and in the thirteenth century, when the European nations began to acquire a taste for the elegancies of life, the old mart of Alexandria again revived, and its port became celebrated once more as the centre of commerce. But its ancient greatness declined after 1499, when It became subject to the Turks, when a passage was divovered round the Cape of Good Hope by the Pontuguese in that year. In the ruins of ancient Alexandra we behold a total wreck of vast grandeur, and the desolation which spreads around shows the after fallacy of human greatness.

ALKANDEL MODER.—The present city stands on a peninsula, situated between the two ports; and although a few years ago it presented little more than half-ruined houses and piles of rubbish, with the remains of a few magnineent edifices; still, at the present time, it is gradually assuming the appearance of a large populous city, many of its streets are wide, clean, and lin-d with rows of handsome houses. The present population is from 100 to 120,000. The commerce of Alexandria is still most extensive, as all the exports from and imports to Egypt pass through its port. The British and French Governments have Consuls at Alexandria, and there are several eminent British mercantile houses established there. There are also several wealthy Jewish merchants. The late extensive importance importance of Alexandria; as also the naval expeditions equipped

there by the Pacha. It has two ports, viz.: the old and the new one; the former of which is the best. The new one being clogged with sand; and in stormy weather, vessels are subject to blige: the botten being rocky, the cable soon breaks, so that one vessel dashes against another, and many are lost. A fatal instance of this occurred many years ago, when forty-two vessels were dashed to pieces on the Mole, in a gale of wind from the north-west; since which numbers have been wrecked there.

The country about Alexandria is completely destitute of water, excepting that which is brought from the Nile by a canal of twelve leagues, every year, at the time of he inundation. Vaults and reservoirs are dug under the ancient city to receive the supply which must last until the next year. The canal is the only link of communication between Alexandria and Egypt, it being without the Delta; and from the nature of the soil, it may be stated to belong to the African deserts. Some partsof the old wall are yet standing, and are flanked with large towers about 200 paces distant one from the other; below are magnificent casements, which serve as galleries to walk in. The lower part of the towers contains a large square hall, the roof of which rests on thick columns of Thebac stone; and above this are several rooms, over which are platforms more than twenty paces square. The reservoirs arevaulted with much art; and though 2000 years have rolled by since their construction, they are still perfect. Only a few porphyry pillars and the front portice of Caesar's palace remain; but they appear very beautiful. The palace of Cleopatra was built upon the walls facing the port, having a gallery on the outside supported by several fine columns. Not farfrom the palace are two obelisks, commonly called Cleopatra's Needles: they are of Thebac stone, and covered with hieroglyphics; one is upturned, and lies on the strand; the other stands on its pedestal. One of these has been presented to the British government by the Egyptian government. These two obelisks are about sixty feet high by seven feet square, and it is supposed once decorated the palaces of the Ptolemies. Near the gates of Rosetta are five columns of marble, on the place formerly occupied by the portions of the Gymnasium. The barbarism of the Turks has since destroyed the remainder of the colonnade. But the chief object of attention is Pompey's Pillar, situated about a quarter of a league from the southern gate: it is built of red granite: the capital, which is Corinthian with palm leaves, and not indented, is nine feet high; the shaft and upper member of the base are of one piece, of newly ninety it long, and nine it in diameter. The base is a square of about fifteen feet on each side. This block of marble, sixty feet in circumference, resta on two layers of stones bound together with lead, but which has not prevented the Arabs from forcing out several stones to seek for imaginary treasure. The entire column, ninety-five feet high, is beautifully polished, but shivered a little at one side.
Nothing can equal the majesty of this monument, Seen at a distance, it overtops the town, and sexues as a signal for ships; whilst on a nearer approach

it is gazed on with astonishment mixed with awe. The beauty of the capital, the height of the shaft, or the extraordinary symplicity of the pedestal excites unbounded admiration. The column was considered inaccessible until within the last half century, when, in a wild frolic, a party of English sallors, conceiving the project of emptying a bowl of punch on the top of it, scaled it by means of a rope. They dexterously availed themselves of the movements of a paper kite, by which they succeeded in fastening a rope to the summit; and by this they ascended, and performed this great achievement. It has since been rendered more accessible. Dr. Maddens mentions an English lady who breakfasted and wrote a letter on the top of it Much research and fruitless study have been expended in attempting to discover in whose honour the pillar was erected Denon on this subject ex presses himself thus:—"After having observed that the column is very chaste both in style and excention; that the pedestal and capital are not formed of the same granite as the shaft; that their workmanship is heavy, and appears to be merely a rough draught, and that the foundations, made up of fragments, indicate a modern construction-lt may be concluded this monument is not antique, and that it may have been erected either in the time of the Greek emperors or of the caliphs, since if the capital and pedestal are of sufficiently good workmanship to belong to the former of these periods, they are not so perfect but that art may have reached so far in the latter." The catacombs are also worth a visit. They begin at the extremity of the old city and extend some distance along the coast, forming the Necropolis, or City of the Dead. The excavation is from 30 to 40 feet wide, 200 feet long, and 25 feet deep, and is terminated by gentle declivities at each end One of these openings can be easily entered. Within there are no mummies; but the places which they occupied, and the order in which they were ranged, is still to be seen. Niches 20 inches square, sunk six feet horizontally, narrowed at the bottom, and separated from each other by partitions in the rock seven or eight inches thick, divides into checkers the two walls of this subterraneau vault.

Alexandria was never considered formidable as a fortress; and in 1798, when Napoleon Buonaparte attacked it, it surrendered without a blow. The place where Sir Ralph Abercromble full is about four miles from the city, in the direction of Rowetta.

The Railway between Alexandria, Cairo, and Sues is now opened. The distance is 142 miles. It is the sole property of H. H. Mahomet Said Pacha, vicercy of Egypt, who has constructed it on his own account. The time occupied between the two towns is about twelve hours. For Fares and Departures, see page 175. As the line is only in its infancy, of course several alterations will take place as to times of starting; and it is but probable that the fares will be lowered as seen as the great expenses of construction are completed.

The engineers, drivers, and carriages are all English; the road was hald by Robert Stephenson, on tron elsepers, and is considered much amounter thin any in Europe. "In order to facilitate the conveyance of Inggage through Egypt, travellers must limit the size of their trunks to the following dimensions:—

Length	3	feet.	
Width	1	foot 3 inche	4
Depth	1	., 2 ,,	

The weight of each trunk not to exceed eighty lbs.

Passengers should take as few packages or articles with them on their route as possible, as they are solely responsible for such which should be kept under their own personal charge; but parties who intend stopping at Cairo are requested to give notices of their intention to the agents at Sucz and Cairo, and deliver to both a list of their packages, that the necessary assistance may be given for the separation of their luggage. On landing from any steamer, or embarking therein, First Class Passengers pay 1s., and Children and servants 6d. Parties are requested to embark only from the transit wharf.

Omnibuses are provided at the expense of the ransit administration to and from the landing places and the loctel, and the hotel and railway at Alexandria. These conveyances will leave the hotels half an hour before the appointed time of starting.

Payments for transit fares, overweight of luggage, ac., must be made in English gold, Egyptian plastres, Spanish or German dollars, napoleous or five-franc pieces, at the government rate of exchange (See Bradshaw's Overland Guide, page 97.) English bank notes will not be received. Passengers from India proceeding to Europe by the Austrian Lloyd's steamers, must sonarte their luggage from that of the booked-through passengers on its arrival at Alexandria, otherwise it will go on to Southampton.

The departure of the Austrian Lloyd's direct steamers from Alexandria for Trieste altogether depends on the arrivals of the mail packets a Sing. They generally leave for Trieste in twenty-four hours after the arrival of the mails and passengers, at Alexandria.

English or Dutch subjects proceeding from India-China, or Java, vid Trieste, to England or Holland, should obtain a passport from their respective. Governments, and obtain the visés of the Austrian. Consul, either at Bombay, Madras, Caloutta, Ceylon, China, Singapore, or Battavia, as the case may bag.;

Boulac.—about two miles distant from Cairo, of which it is the port. Its appearance is not at a striking, as it possesses only one building, work notice—the palace of Ismael Pacha—a singularitemixture of Italian, Greek and Arabian attacture.

Cairo.—Stat.—Hotel:— Shepherd's Hotel, the best Coulomb's. Williams Indian family Hotel. At all of which information may be obtained respecting boat or caravan. Cairo may be fably considered the point of departure for the Nile as well as for the desert journey; the traveller will provide hinself with a boat and all the necessaries for his voyage, better at Cairo than in Alexandia, besides saving the hire and expenses of his boat for at le ust half a month, the time employed between Alexandria and Cairo, with scarcely a single object of interest on that part of the voyage, wines and provisions for the Nile or the desert will be as well provided in Cairo as in London. There is an Italian warehouse and blecult bakery kept by Mr. Walker, where the English traveller will find as great a variety of condiments as he can reasonably desire.

Cairo, the capital of Egypt, is situated in a plain at the foot of a mountain, in long. 32" E., lat. 30" N. It is entered by a pretty good road; and as approached, the city presents a very imposing appearance. Jawhar, a Moggrebin general, founded it in the middle of the tenth century, and named it "Alkahira," or the victorious. It soon become the residence of the Calpha, and, consequently, the capital of that country. It is divided into the old and new cities. The new city is situated on a sandy plain, about 24 miles from the old one, on the same side of the river. The citadel, rising above the lotty buildings, appears to issue forth from a grove of the richest foliage, and presents a most imposing appearance. The streets are narrow and unpaved, and the houses are gloomy. Each street has a gate, which is closed at nightfall. The number of inhabitants is about 300,000, though some travellers estimate it at 400,000. No one is allowed to appear in the streets after sunset, without carrying a candle in a Ca'ro paper-candlestick, under the penalty of a heavy fine. A canal, called Khalis, flows along the city from one end to the other, with houses on both sides. In its progress it forms very many small lakes, called berks, the principal of which lies in the great square near the eastle. On its banks are built the most beautiful houses in the city, but, being dependent for its supply of water on the inundation of the Nile, it is dry for several months in the year, and covered with beautiful verdure. In the water season the barges and barks of the aristocracy may be seen constantly gliding ay and down on its surface, especially in the evenings, when carious fireworks and a variety of music enh; " the scene. Stone walls and handsome battlen.cuts, with very fine towers at every hundred paces, surround the modern city of Cairo, which is bady defended. The fortified palace, erected by Saladin in the 12th century, was the only place of defence in the city, and yet the Tyrks let it fall into ruln, until it was thoroughly repaired, not long since, by the Pachs. Guides and used are in constant requisition to go up to It, passing on their way through the Bazaara, by the Mosque of Bassan, and through the gate memorable for the slaughter of the Mamelukes. Its principal apartment was a magnificent hall, environed with twelve columns of granite, of prodigious height and thickness, brought from the ruins of Alexandria. These sustained an open dome.

under which Saladin distributed justice to his subjects. A magnificent view of the city, and above 30 miles along the Nile, including the ruins of Old Cairo, the suburbs of Boulac, and Djiah, site of Memphis, great Pyramids, Obelisk of Heliopolis, ruins of Maturesh, Pyramids of Sakara, and the "Eternal Nile," is obtained from this palace. The Pacha does not now reside there, he having removed to a still more magnificent palace in the vicinity, which contains a pavilion 250 feet by 200 feet, each wall of which is adorned with colonnades of white marble. A Military College, and other institutions, have been founded lately, with the view and for the purpose of introducing European arts and improvements. In the city there are about 300 mosques, some of which have six minarets, and are adorned with beautiful granite columns, brought from Heliopolis and Mem-The largest mosque is that of Azhar, -tanding in the centre of the city. The next in size is that of Sultan Hassan, the finest structure in modern Egypt, and extremely light and ele-gant. It is built in the form of a parallelogram, and has a deep frieze running round all the wall, adorned with Gohic and Arabesone sculpture. In the neighbourhood is an extensive Necropolis, in which there are many splendid tombs, including a magnificent one built by the Pacha for his family, adorned with five spacious domes. There are several Khans and Caravanseries. These are in general several stories high, and are always full of people and merchandise, Cairo being the centre of the trade with the interior of Africa, and having carayans departing at intervals from it for Fezzan, Darfur, and other quarters,

OLD CARRO.—Here we find very little to interest or amuse, except the Granaries of Joseph, which, as subject of special notice in the pages of Holy Writ, must deeply interest the Christian traveller. In it we also find a pretty church, used by the Christians and Copis, the lister being the original inhabitants of Egypt.

At Old Cairo there are two distinct and separate Cemeteries for Roman Catholics and Protestants, both are in a very quiet situation, and very nicely kept, in the latter are several monuments to Indian officers, who have found a last resting-place here ou their way home.

The apariment built over against Old Cairo and above the river is worth notice: it admits the water, and a column, with lines at a distance of every inch, marks every two feet as far as thirty, Joseph's Well will also interest: it is situated in the fortified palace, and is said to have been made by King Mohammed 700 years ago, because the Egyptians attribute every thing to this remarkable character. The well is cut in a rock, and is 280 feet deep. The water is drawn to the tep by means of oxen, placed on platforms at proper distances, which the machine that raises it. Moore, Greeks, Tyrks, Jews and Copts constitute the population of this celebrated city, which contains 240 principal streets. 46 public squares, 11 is zaran, 148, achools, 300 public cisterns, 1,160 coffee houses, 55 public baths, 400 meagues, and one hospital for the mad and inform. English hotels and lodging houses

are established at Cairo. English medical men are lukes is the finest burfal place in Egypt: it is not far from the city, and on the way of the Desert: the tombs present various forms, some of them being magnificent, having domes supported by finely carved transparent marble columns. At the distance of a mile, in another direction, are the tombs of the Caliphs: they are beautiful structures, being of the light and elegant style of the Saraccnic architecture, and flave some exquisitely worked domes and minarets. On the edge of the Devert, (which he was attempting to explore,) is Burkhardt's grave, under a small tombstone scarcely discernible.

Should the traveller prolong his stay at Cairo for some days, and visit the Pyramids, he is recommended to take with him a guide and a supply of provisions and candics. In returning, he can visit the tale of Rhoda and the Nilometer; Sakhara and the site of Memphis will require another day. The other objects worth seeing are the mosques, the Obelisks of Heliopolis (three hours ride), Shoubea, a palace of thee Pacha (one hour's distance), Gardens of Rhoda, Ptrified Forest, and the Toura Quiress. (See "Bradshaw's Overland Guide to India.")

Memphis, it will be remembered, was taken and sacked by Cambyses, the Persian king; it was afterwards visited by Alexander the Great, previous to the foundation of Alexandria.

The final ruin of Memphis was accomplished by the Arabs, who used up its materials in building Old Chiro in 638.

Heliopolis, or the City of the Sun—the oldest perhaps in this land of antiquities—was a sort of saccrdotal and university town, where the litustrious Plate is said to have graduated. It consisted for the most part of temples and colleger. Mothing, however, of these now remain but a few isolated mounds, and one solitary obelisk said to have been erected by the Pharoah mentioned in the history of Joseph.

CAIRO TO SUEZ.—By Railway. Suez is a wretched looking uncomfortable place; mud and wooden houses abound; but there is a good hotel. It is bounded by the desert and the sea. Scarcely a blade of grass or foliage of a tree is to be seen about.

The journey from Alexandria to Suez is performed in about twelve hours, including a stoppage at Cairo, and sufficient time for refreshment and repose at the central station between Cairo and Suez.

Horse at Suzz.—There is an excellent hotel kept by Mr. Shepherd, who has a similar establishment at Cairo.

THE RED SEA.—At the head of this sea lies Sues. It is 1900 miles in length, and not more than 200 miles broad, being comparatively a long and narrow sea. The coral veets with which the channol abounds are very brantint in appearance, though extremely dangerous to sailing vessels, but not so a seamers, which keep the middle of the sea.

The shores present scenes of desolation unparalleled on the face of nature. Neither verture, grains, nor one green spot on which the eye could reat with pleasure can be seen. On the east side of the head of the Red Sea a good view can be obtained of Mount Sinst.

Adem, a seaport of Arabia, now occupied by the flon. East India Company as a depôt for the steamers, de traversing the Red Sea. It was coded to them after the unsuccessful treaty for Socrots, and has since been a scene of warfare. Here the steamer puts in for coal, during the shipping of which the voyagers have an opportunity of attivelying the curious places about, and of refreshing themselves at the Hotel, where capital mutton and full are generally obtained. Leaving this station, they sail through the Straits of Babolmandel into the Indian Ocean.

Bombay is an island city and the seat of government for the Western part of India. It came into the hands of the English by the marriage of Churles II. with Catharine of Portugal, and was made over to the East India Company in 1688, at which time It became the sent of government of all their pos-sessions on that side of Hindostan, which was previously at Surat. Bombay is now one of the three Presidencies by which their Oriental territories are governed. Its length from north to south is six and a half miles, and its breadth near the fort is about a mile and a half, separated from the mainland by an arm of the sea. In conjunction with the adiacent islands of Colaba, Salselie, Butcher's Island Elephanta, and Carnjah, it has a commodious and well sheltered harbour. It contains a strong and capacious fortress, a city, dockyard, and marine arsenal. The best and linest morehant ships are built here of teak, which is brought from the neighbouring countries, being found more durable than the best English oak. The country in the vicinity is well wooded, but good water scarce; cocos-muts abound, and its markets are supplied with every delicacy.

The town of Bombay is nearly a mile in length from the Apollo gate to the Bazaar, and about a quarter of a mile broad in the widest part, from the Custom House across the Green to Church gate, which lies in the centre between the Apollo and Bazear gates. There are two gates towards the sea, which have commodious wharfs and cranel built out from each, with a landing-place for pur-sengers. Bombay Castle—a regular quadrangis, built of hard and durable stone, having the advantage, in one of the bastions, of a large reason voir of water-is situated between these gr The entire town is enclosed by fertifications afti Vanban's System, erected by the Portuguese, and have been strengthened from time to time, as t place increased in importance. They are parties larly strong towards the sea, the harbour being completely commanded by a range of batteries; Many large and beautifully-built houses are esti-tered in the space called the Green. The Church; which has a very neat and light appearance, sta

in this localty, and on the left of its gate is the Government House, presenting a very showy ap-aperance, and the Bazaar, which is crowded and oppulous, is on the right. The native merchanta' houses of business are situated here. A confagration, in 1803, nearly destroyed this portion of the town, and the Bazaar, Barracks, Custom-House, and several other public buildings were destroyed, and fears were entertained for the safety of the magazine. The trade and commerce of Bombay is very extensive. It carries on a valuable trade with the countries situated in the Arabian and Persian gulfs, the western coast of India, its castern parts, and the Islands in the eastern ocean, and an immense opium and wool trade with China, from which Government derives a large revenue, and the native merchants become, in the fullest sense of the expression, "Merchant Princes." In 1808 the quantity of wool brought to Bombay for re-exportation amounted to 85,000 bales, of 375 lbs. cach, which were partly procured from the country on the Nerbuddah 1t also enjoys a considerable trade with Europe, and different paris of America. It contains about 220,000 inhabitants, three fourths of which are Parsees, and the other fourth is composed of persons from almost every Aslatic nation

The Company's naval force consists of twenty fighting vessels hesides armed boats, despatch boats, and other craft. The annual expense for the maintenance of the Anglo-Indian army is about £10,000,000. The army, native and European, is distributed throughout the country at spointed stations, forming a chain of military posts, and keeping up a continual communication with the souts of the various Tresidencies.

The Bombay Court of Judicature consists of a Chief Justice and one puisme judge, and its jurisdiction extends over all the territories subject to the Presidency. The climate is as salutrious as any in India, and Assurance offices require less premium on lives than for any other part of the empire.

The Government of Bombay is vested in a Governor and three Councillors, subject to the entire control of the Supreme Government of Bengal. The Court of Directors appoint the Governor Members of the Council, the Counsander-In-chief of the forces who, though not officially a Member of the Council, yet may receive such an appointment from the Directors, in which case he takes precedence of all the other members.

The travelling distance from Bombay to Calcutta is 1,300 miles; to Delhi, 965; to Hyderabad, 480; to Madras, 770; to Poonah, 90; to Scringapatam, \$20; and to Surat, 177 miles.

The tariff from Suez to Bombay is, for a person occupying a berth in cabin with two or three athers, £00; for a married couple occupying a cabin or main deck, with a w.c., £185; without a w.c., £7185; for children with their parents, five years

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old and under ten, £28; two years old and under five, £14; for European servants, £25; for Native servants, £15.

Ceylon .-- An island of the Indian ocean, lving off the S.W. coast of the promontory of Hindostan, from which it is separated by the Gulf of Manara and Palk's Strait. Its early history is involved in obscurity; but it is supposed to have ranked high among the cities of Asia, in population and influence, if it be the Taprobane referred to by Strabo Pomponius, Mela and Phny. Little was known of Ceylon beyond its existence as an island, until it was visited by the Portuguese after the discovery of the passage by the Cape of Good Hope. It was in 1505 divided into many sovereignties, which afterwards were merged into one, under the title of Candy. The Dutch expelled the Portuguese, and possessed themselves of the entire circuit of the coast for ten or twenty miles from the sea, and the whole of the north part of the island, contining the dominion of the King of Candy enthely to the interior. These possessions were surrendered to the English in 1796, having first sustained a siege of three weeks. In 1815 the British marched in with an armed force, and, after deposing the king, incorporated the whole island as a part of the British dominions.

The island is mountainous and woody, and is divided into two parts by lofty mountains. Spring sets in about Oct., and the hottest season is from Jan. to April. The island abounds with very fine fruit. and produces pepper, ginger and cardamoms, with different kinds of rice, which ripen one after the other. One of the most remarkable trees in the island is the talepot, which grows straight and tall, and is as large as the mast of a ship; the leaves are so large as to cover fifteen men, and when dried they are round, and fold up like a fan; every soldier carries one, as it serves for his tent. But the most important of all its vegetable productions is the cinnamon tree, the bark of which is distributed over every part of the habitable globe Topazes. garnets, rubies, ores of copper and iron, and veins of black crystal abound; and in addition to the various productions of Ceylon previously enumerated, connected with it is the pearl fishery, carried on in the Gulf of Manaar, which is considered the richest source of that article in the world; however, it is a Government monopoly, and only opened periodically. There are likewise numerous other productions of considerable commercial importance.

Calcutts is the capital of Hengal, the seal of the Indian Government, and residence of the Governor-General of the British dominions in the East Indies. It is one of the largest and most beautiful cities of Asia, hence its soubliquet of "city of palaces," and the modern capital of Hindostan. It is situated upon the river Hoogly, which forms the western channel of the Ganges, and is one of the principal of its numerous branches navigable-for large reseals. Its name is derived from Kals, a guddess, and Cuttah, a temple, dedicated by the Hindoos to Caly, the goddess of time, situate between the villages of Chultametty and Goburdpore, where the agenus of the English East India Co. Service, in 1680, obtained permission of the English.

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peror Aurungzebe to establish a trading factory, which, in consequence of the disturbed state of the Province of Bengal, they were allowed to fortify in 1690. The town stands on almost a perfect level to alluvial and marshy ground, covered with jungle and stagnant pools about a century ago, and which still betrays its unsoundness everywhere, by the cracks conspicuous in its best houses. The town is about 100 miles from the mouth of the river, the navigation of which is difficult, and very often dangerous, it being filled with numerous sand-banks, constantly shifting their position. The larger vessels load and unload at Diamond Harbour, from whence passengers are conveyed to the city (60 miles distant) by smaller vessels, or in boats. From the mouth of the Hooghly to Diamond Harbour the scenery on both sides of the river is that of a perfect paradisc.

As we alvance up the river, however, the scene becomes quite animated, the shipping and bastle on the river increase, and the beautiful country-seats on its banks announce the approach to the capital. The town and suburbs extend about six miles up along the left bank of the river. An immense square is in the middle, which, together with the adjacent buildings, torms what is properly calved the town of Calcutts. The intermediate space is the Esphanade. The Citadel of Fort William

is the most regular fortress in India, but would require 10,000 men with 600 pieces of cannon to defead, it. It was erected by Lord Clive, in 1157, immediately after the battle of Plassey. The Governament House, the largest and most beautiful cdifice in the town, was built by the Marquis of Weilesley, on the west of the Esplanade. In it the Governament business is transacted. The other public buildings are the Town House, Hall of Justice, Hospital, and Jail, call of which are within the esplanade); two English, Portuguese, Greek, and Armenian churches, together with several small Hindoo pagodas, Mahommedan mosques, Sikh temple, &c. &c.

The traveller to india will, beside the places above described, flud much to attract and interest in his wandering; through that land of sunbeams and of flowers. Several works are at present extant that will be an invaluable acquisition to him in his wandering; through the East, a choice selection of which will be found in "Bradshaw's Overland Guide to India," page 41; and for further information he is advised to consult Messrs. Madein and Allen's catalogue of works on India, with whose history are identified so many interesting traditions and reminiscences of extraordinary interest.

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# TRAVELLERS' VOCABULARY

11

# ENGLISH, FRENCH, GERMAN, and ITALIAN.

ENGLISH.	FRENCH.	GERMAN.	ITALIAN,
Travelling by Railroad and Sieumboat.	Voyage par Chémin de Fer, et par Bateau a Vapour.	Die Eisenbahn-u. Dampfschiff-Reise.	Viaggio sulle Strada Ferrata e sul Battello a Vapore.
Itefreshment Sloeping-berth Station Steward — Stev ardess Third-Class Carriage Ticket	Un reçu de baggage Le bureau bereau be l'ean et de l'ean-de-vie Le convoi s'arrête-t-l'i aux Stations intermédiaires? Une votture de première classe A Bord Le Chemin de Fer Des rafraichissements Couchette Le dobarcadère Le maître d'hôtel-La femme de chambre Une Wagon de troisième classe Un Billet	Gepäck-Schein Einschreitebureau Cognac und Wasser Hält der Zug auf Zwis- chen-Stationen? Erste Wagenklasse Am Board Risenbalm Erfrischung Schlafstelle Station (Bahnhof). Schlafsaufwärter - Wärte- rin Dritte Wagenklasse Billet	Le Strada Ferrata Il rinfresco Il letto La stazione Il locandiere—la cameriera Una carozza di terza clusse Il biglietto
To Start	Partir	Abgehen	Partire
On the Road.	En Houte.	Auf der Landstrasse.	Sulla Strada.
atop	Des cigares Le conducteur Une voiture de retour Arrêter	Pferde wechseln	Une carozza di ritorno Fermare
Stop to dine - to breakfast	Arrêtez! halte! Arrêter pour diner — pour dejeuner	Halt! Zum Mittagessen (zum Frühstück) anhalten	Fermatevi! Fermarsi per pranzare —per fur cotozione
Posting — The Post- Office.	Voyage en chaise de Poste.—La Poste su Lettres.	Die Extra-Post. Brief-Post.	Vinggio per la Posta. La Posta delle Lettere
Closure of the Post	La clôture du bureau de	Postachluss	L'uffizio è chiuso
Distribution of Letters		(	letters
Post-Office till called for	Une lettre, adressée poste-restante	Postame	Una lettera ferma in posta : La posta delle lettere
Postage of a Letter Postage Stamps Put to the Horses	La port d'une lettre Timbres-poste Atteler Une lettre non chargée	Porto	Il porto d'una lettera Il sigilio della posta Attagare

english.	FRENCH.	GERMAN.	ITALIAN.
Custom-liouse.	La Douane.	Des Zolikaus Mauth.	La Dogana.
Bonnet-box	Un carton à chapeau Une caisse	Haubenschachtel	La Scatola da capelii
Box	Une caisse	Kiste	La Scatola di legno
Carpet-bag	Le sac de nuit	Reisesuck	Il a iceo da notte
Clothes	Des hardes	Kleidungsstücke	Abiti-panni
Dustom-House Omcer	Le Douanier	Zonoeanite	ii Dogamere
Diresing Case	Une necessaire de toileite	Tonette	Un astuccio di tolletta
Pow mus own uso	Pour Prengo possessed	Your alconon Cohescoh	Due provide use
Frontier	La Elentina	Grange	La frantiera il confine
Hat-hox	lin étal à chancon	Hutschachtel	La Canellura
Key	Laclef	Schlüssel	i a Chiave
Linen	Du linge	Leinenzeng	La biancheria
Juggage	Les barages	Gepiack	Il Bagaglios
Nocessiry Articles	Une calese Le sao de muit. Des hardes Le Douanter Une nécessaire de tolleite Le droit Pour l'usage personnel La Fiontiere Un étal à ch speau La clef. Du linge Les harages Ojets de première m'eces- sté	Nothwendige Dinge	Oggetti indispensabili
Portmanteau	sité Un poitemanteau—une value Prolube Prolube Visiter Sujet aux diosts Onverr	Mantelsack	l'na valigia
Prohibited	Prolube	Verboten	Profilito
Search	Visiter	Visituen	Visitmo
Things liable to Duty	Sujet aux dioits	Zollbare Sachen	Sogetto al dazio
То Ореп	Onvert	Ceman	line
To Plomb	Plotoner	h. hlteren	China an
To 317 .14	Attunde	Wasten	Ammeter
Terroller	f a Van agentr	Rose neter	il viamintare
Tronk	line malle	Koffer	Il beste
Worn Articles	Fermer. Attendre Le Voyageur Une malle Des objets qui ont servi	Gebrauchte Artikel	Orgetti usati
Passport and Police	Burenu des Passports	Pass. Polizei.	Ufficio de' Passapor
Office.	ef de Police.		d. net to constitutions
	Y-a-t-il quelque chose à		
I leave this evening	Je pus ce soir	Ich relse diesen	Parto querra sera
Private Cartiers	Payer Je pus ce soir Marchand – Artiste Particulier Homme de lethus	Kiumann - Kunstier	If he comante. L'aruss
Sobolar	Hamma do latte a	I'llyathann	L'uoma di lettere
Ston	Scionenae	Volum Hen	Pastare fermarsi
Visa the Passport	Sclourner Visor lo passeport	Pass vision	Vidimare il assasparia
	L'Hotel L'Auberge.		
The Inn.	Une inmière	Der Gasthof.	L'Albergo.
A light	Une inmière	Licht	f a lume
A quiet room	l'ne chambre où l'on soft	Fin ruhiges Zimmer	I'na stanza fouri d'ogn
	i blen tranquille		1210050
			1 11111010
Bed	Le lit	Butt	Il letto
Bottle of drinking water	Le lit Une carafe d'eau	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bottle of drinking water Bread and Butter	Le lit	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed	Le lit Une carafo d'eau  Du pain avec du beurre I e déjedner	Butt Flasche Trinkwasser	Il letto Una bottiglia d'acqua de bero
Bed Bottle of drinking water Bread and Butter Breakfast	Le lit Une carafe d'eau Du pain avec du beurre I e déjeûner Brosser les habits Du lait freid (chard)	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bettle of drinking water Bread and Butter Break fact Brush the clothes Cold (boiled) Milk	Le lit Une carafe d'eau Du pain avec du beurre Le déjeûner Brosser les habits Du lait finid (chaul) Une Serviette blauche.	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of drinking water Bread and Butter	Le lit Une carafo d'eau  Du pain avec du beurre Le déjeûner Brosser les habits Du lait fruid (chaad) Une Serviotte blanche Faire les chanssures	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of drinking water Bread and Butter	Le lit Une carafo d'eau  Du pain avec du beurre I e déjeûner Brosser les habits Du lait froid (chand) Une Serviette blanche Faire les chansures Une tasses	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of drinking water Bread and Butter	Le lit Une carafe d'eau  Du pain avec da beurre I e déjenner Brosser les habits Du lait fridd (chand). 'The Serviette blanche Faire les chanssures Une tasse. Une tasse.	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of drinking water Bread and Butter	Le lit Une carafo d'eau  Du pain avec du beurre Le déjeûner Brosser les habits Du lait froid (chaud) Une Serviette blanche Faire les chanssures Une tasse. Une tasse. L'elredon	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of drinking water Bread and Butter Breakfast Brush the Clothes Cold (boiled) Milk Clean Towel Clean the boots Cup Double-bedded room Feather-bed Foot-bath	Le iii Une carain d'eau Du pain avec da beurre I e déjeûner Brosser les habits Du lait fridd (chand). Une Serviete blanche. Faire les chansaures. Une tasse. Une tasse. Une chanbie à deux lits Lédireton Un bain de pieds	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of drinking water Bread and Butter	Le lit Une carafe d'eau  Du pain avec da beurre I e déjenner Brosser les habits Du lait froid (chant). I ne Serviette hianche. Fatre les chansures Une tasse. Une tasse. Un bain de pieds Un bain de pieds Un verre (à boire).	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of dinking water Bread and Butter	Le lit Une carafo d'eau  Du pain avec du beurre I e déjeûner Brosser les habits Du lait froid (chazd). Une Serviette blanche. Faire les chanssures Une tasse. Une tasse. Un bain de pieds Un verre (à boire). De l'eau chande.	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero
Bed Bottle of drinking water Bread and Butter  Breakfast Brush the Clothes Cold (boiled) Milk Clean Towel Clean the boots Cup Dbuble-bedded room Feather-bed Feather-bed Itot water Landlord Night-lane	Le lif Une caraín d'eau Du pain avec da beurre I e déjeûner Brosser les habits Du lait fridd (chand). Une Serviette blanche Faire les chanssures Une tasse. Une tasse. Un bain de pieds Un verre (à boire). De l'eau chande. Le maitre de l'hôtel Le veilleuse. L'appartoment	Butt Flasche Trinkwasser	Il letto Una buttiglia d'acqua d bero

	english.	FRENCH.	GERMAN.	ITALIAN.
Shec	eta	Les draps	Ueberzüge Wohnzimmer	I lenznoli
Mitti	ng room	Le salon	Wohnzimmer	La sala
100	sillo awaken	Mevenier	Allwecken	Destarsi, avegliarai
701	ight the are	Businer du Ieu	Isinneizen	Accendere il fuoro
10 5	HILVE	l a gamen	Kalinan	Farmi la Darba
W .U				11 cameriere
	The Dinner.	Le Diaer.	Das Mitingsessen.	ll pranzo.
	steak	Beefsteak	Beef-steak	Cottoletta di manzo
		Boruf bouilli	Rindfleisch	Del manzo
				Manzo bollito
The	Saltilung	do, fumé	do. getrocknet	
	Smoked.	do fumá	do gerrockitet	do affumato do, affumato
	Stewed	do on ranoAt	do. geräuchert do. geschmort Kindsbraten	do. Allumato
Do	Ronat	do rôti (rochif)	Kindshratan	Dolaro Britano
Reer	ALOUDY	De la bibio	Bier	To binne
Riter	nit!	I'm biscuit	Zwichack	Il Minautta
Rest. 1	lo '	Une housellle	Klascho-Routoillo	I'ma Lattinlia
Bran	dv	De l'eau de vie	Cognac, Franzbrannt-	Dall const. wite compa
Brea	d	Du pain	Brod	Il pane
Burg	nindy	Vin de Bourgogne	Burgunder	Vino di Borgogna
Butte	er	Du beurre	Butter	Del burro-butirro
Cabl	age	Du chou	Kohl	Dei cavoli
	0	Un chapon	Kapaun Käse liuhnchen	Un capone
	se	Du fromage	Käse	Dei formaggio
	ken	Un palet	lluhnchen	Un pollastro
	olate	Du chocolat	Chocolado	Della cioccolata
	·	Une corejette	Bordeauxwein	Una cotoletta
	e	To coss	Kaffes	Del vino de Bordegux
	(tea or coffee)	line tuese (à the à cufe)	Obert 1886	Una tarra de cetto
	nter	Une carafe	Karafie	Une careffa
Dinir	g roem	La salle à manger	Speisezimmer	Il salone de pranzo
Fax	-	lin muf	VI.	Dolla nova
Fish		Du poisson	Fisch	Del pesce
Fork		Une Fourchette	Gabel	La forchetta
Fow!	Poultry	Une volaille Du vin de France	Genugel	Un pollopollame
Fren	ch winei	Du vin de France	Franzwein	Vino di Francia
Game	eVenison	Du gibierDe la venaison	Wildpret	Della cacciagione
Glass		Un verre	Glas	Un bicchiere -
i i np	e	Du raisin	Glas	Dell' uva
#1811 * 1811	a bottle of wine	Une demi-bouteille	Halbe Flasche Wein Schinken	Una merza bottiglia
Il ava	Jou a table d'hôte	Un jambon	Haben Sie eine Table	Ch tarely retends to
	ro?	ici?	d'hôte hier?	quest' albergo?
	b	De l'agneau	Lanunfleisch	Deil' agnello
Leg	of Mutton	Un gigot	Hammelkeule	Uno cosciotto di castrata
Leme	m m	Un citron	Citrone	Uno cosciotto di cantrata Un limone
Letin	ice	De la laitue	Lattich	Della lattuga
List (	of wines	La carte des vins	Weinkarte	La lista dei vini
Most		De la viande	Fleisch	Della carne
Milk	<b>'</b> 1	Du lait	Milch	Del latte
Mine	ral water	De l'eau minerale	Mineralwaseer	Dell' acqua minerale
	ed beer	De la bière chaude		Birra calda
4W(	ed wine	Du vin chaud	Warmer wein	Vino bollente con arrowi
Marte	an l	Dn monton	Hammeldalash	e succhero .
Wate.	on-chop	Une côtelette de mouton	Hammelfleisch	Del castrato
		Overere de monton	manufici-Coleiche	Una costeletta di e na trato
	lat I	FT	Eierkuchen	Una frittata
υшο				

english.	FRENCH.	GERMAN.	ITALIAN.
Parmesan cheese	Du fromage de parmesan	Parmesankäse	Del Parmegiano
Pastry	De in patisserie	Mehlspeise	Della pusticceria
Peach	Une pêche	Mehlepeise Pfirsich Pastete Eler, gesetzte	Una pesca-persica
Pie Poached egg	Un paté Des œufs pochés	l'astete	Un pasticcio
Port	Du vin d'Oroeta	Portugia	Della nova affogate
Potatos	Des pommes de terre		Del vino di Porto Delle patate—dei pemi di terra
	Un lapin		Un coniglio
Roll		Weissbrod (Semmel)	Un panetto
Salmon	De la salade	Salat	Dell' insulata
Sandwich	Du sanilud	Lachs	Del salmone I sandwich (fictte di pane
38110 AICH	beurées à la viande	(Elgischhuttag gehautte)	sandwich (nette di pane
Send up the dinner		Lacson S.a annichtun	con della carne in mezzo Ordinate il pranzo
Sherry	Du vin de Xérès		
Spirits	Des liqueur fortes, spi-	Gerranke	Dello spirito
Spoon	Une cuillère	Löffel	Un cucchlajo
Sugar	Du sucre	Löffel Zucker Bierylas	Dello zucchero
Tumbler	Un grand verre	Bierglas	Un bicchiere
Vegetables	Des légumes De l'eau	Wasser	Dei vegetali
Wing	Du vin	Gemilse Wasser Wein	Dell vino
Departure.	· Depart,	Abreise.	Parilla.
For the attendance	Pour le service	Für die Aufwartung	Per la cornién
Paying the bill	Palement du compte	Bezahlung	Per Pagara il conto
Small change	He la petite monnaie	Bezahlung	Moneta piccola
I want change for a gold Napoleon	Voudriez-vous me chan- ger un Napoléon d'or?	Wechseln Sie einen Na- poleon d'or	Avret bisogno di cambi- are un Napoteone d'oro
Letter-writing.	La Correspondance.	Das Briefschreiben.	La Correspondeusa
A pen	Une plume	Gänsefeder	Una penna
Dietales sesses	The man law becautifund	C 44 . 3 3	
Direction	L'addresse Une envelope Papier à lettre Poste restante	Adresse	La direzione
Envelope	Une envelope	Umseblag	Una sopracarta
Letter paper	l'apier à lettre	Postpapier	La curta da lettere
tor	l'oste restante	Postrestante	ferme in posts
	La poste	Post	La noste
Sealing-wax	La poste De la cire à cacheter	Siegellack	La cera lacca
Stamps	Timbres de poste	Francomarke	Stampiglie per posta
Steel pen	Une plume d'acier	Stablfeder	Una penna d'acciaje
To prepay Postage	Timbres de poste Une plume d'acier Affranchir une lettre Un pain à cacheter	Frankiren	Affrancare
			Un' ostia
In a Town.	Dans une Ville.	In einer Stadt.	In una Citie
Address	L'addresse	Adresse	L'Indirizzo
Apothecary	Un apothicaire	Apotheker	Uno speziale
Bank		Bank	La Danca
Cab stand	Une station de voltures.	Droschkensteiler	Coccniero .
Chilections of natural cu-	Un cabinet d'histoire na-	Naturalien-Kunst-com-	T mahinetti di etomia
riosities-of works of art	turelle—un musée	miungen	rale—d'arti
riosities-of works of art Custom House	La douane	mlungen Zolihaus	La dogana
Dining house	Le restaurant	Speischaus	La trattoria Tutto quello che merita
liverything worth seeing	Les curiosités - Tout ce	Merkwiirdickelten	Tutto analla che mente
			verso diseno rue misuelle
(curlosities) Garden—Public walks	qui mérite d'être vu		da emer vedato

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
(C)	Le gantier	Handschuhmacher	Il guentalo
Goldsmith-Jeweller			L'orefice
Itatal	L'hôtel	Gasthof (Hotel)	L'albergo
Hotel keeper	L'aubergiste	Gastwirth	L'albergatore
Money changer	. Le changeur	Geldwechsler	Il cambiatore
l'alace	. Le palais	Schloss (Palais)	Il palazzo ·
Police magistrate	Le commissaire du quar- tier	1	Il commissario del li
Police office	Le bureau de police	Polizeibureau	L'ufficio di polizia
Theatre	Le théâtre		ii tearro
The best way	. Le chemin le plus courte	Der kürzeste Weg	li cummino più corto
Turn to the right-the		Rochts (links) - wenden.,	Volgerse a destra-a sin-
left Washerwoman	gauche La bianchisseuse	Wäscherin	istra La lavandaja
	1		Per pigliare in fitte
Eliring Farnished Lodging.	Pour louer un Appar- tement Meuble.	Miethen.	degli Appartementi Mobiliati.
Blanket	Une converture de laine	Wollene decke	Una coperta di lana
Rottle		Flasche (bouteille)	Una bottiglia
Candle	La chandelle	Licht	Una candela
Candlestick	Le chandeller-le flam-	Leachter	Un candellere
	beau		1
Chair	Uno chalse	Stubil	Una sedia
Chamber	Une chambre (qu'on ne	Zimmer (Kammer)	i
Coal	Da charbon de terre	Steinkohle	Il carbon fossile
Glass	Un verre	Glas	Un vetro ; cristallo
Key	In clof	Schlüssel	
Landlord	Le propriétaire	Hauswirth	
Room	Uño chambre (qu'on peut chauffer)	, ,	ł
Sauffers	Les mouchettes	Putzscheero — (Lichts- chere)	
Boap	Le saron		Il sapone
Staircase	L'escaller	Treppe	La scala
tory	Un étage	Stockwork	Un piano Una sciugamano
l'owel	Une scrviette	Hanufuch	Una scrugamano
Wax candle	Une bougle	Wachslicht	Una candela di cera
Water-closet	Le cabinet d'aisances	Im Caffeebause.	In um Caffe.
	Une demi tasse de café	Kleine tasse caffee	Una chicchera di caffé
small cup of coffee A glass of water with sugar	Une verre d'eau sucrée	Ein glas Zuckerwasser	Un blochier d'acqua con zucchero
Beer	De la bière	Bler	La birra
lottee with hot milk	Du café au lait	Caffee mit heisser Milch.	Il caffé con latte
less if Cognac, negus,	Un petit verre de Cognac,	(Has Cognac, Bischof,	Un bicchierino di Cognac,
lemonade, punch	de vin chaud, de lim- onade, de punch	Limonade, Punsch	di vino caldo, di limon- ata, di poncio
Walter	Le garçon		Il camoriere
The Banker.	Le Banquier.	Der Banquier.	Cot Baschiere.
Account	Compte	Rechnung	
Advance	Avance	Vorschuss	Anticipazione
Advice	Avis	Banknote	AVVISO
Bank note	Argent comptant	Baar Geld	Cones
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Course of exchange	Le cours du change	Handlungsgehülfe	Il corso del cambio
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~ English,	FRENCH.	GERMAN.	ITALIAN.
The Theatre.	Le Theatre.	Das Theater.	Il Teatro.
Actor	Un acteur	Schauspieler	Un' attore
Box		Schauspielerin	OR SHITICS
nterlude	Une loge	Loge	Un palco—una loggia
Lobby	Le vestibule	Zwischenspiel Vorhalle	Un intermezzo
Onera	I'm origin	Oper	Un' opera
Or chestra	L'orchestra	Orchostor	L'orchestra
Di chestraPit	L'orchestie	Parterra	I a nickea
Play-bill	Affiche		Il urogramma
conery	La décora	Dogowodian	La decorazione
Stall	the stile	Guspernter Sitz	t'n posto numerato
Elcket	Un billet	Billet	I'm biglietto
A Hackney-Couch		fin Miethwagen Finker Drosobke.	La Carozza d'affitto.
Drive me to-Street	Conduisez moi a la Rue-	Fahrt mich nach der-	Conducite mi alla Stradi
No. — Engage by the hour	Numéro —	Strasse—No	Piendere per ora
Hackney-coach	Un flacio	Lohnkutsche	l'na carrozza da nole, d'afitto
will be back directly	Je reviendiai daus un instant	Ich komme gleich zur- uck	lintorno subito
Stop here	Arrêtez	Halfet hier	Fermatevi on
What have I to pay?!	Qu'ai le à raver?	Was habe ich zu sahlen h	
What is the fare?	Quel est le prix de la course?	Was let die taxe ?	Quant' è il prezzo
Gentleman's Tollet.	De la tollette d'un homme.	Herren Tollette.	Per la toeletta d'un Signore.
Boot-jack Brush	Le tirebotte	Stiefelknecht	ll cava-stivali
Coller	Une brosse	Burste	Una spazzola
('omb	The material	Kragen	Un collero , Un pettine
Cravat - neckclotli	The eracute	Halatuch	I'ms property
Drawers	Des calecons	Interhosen	Le mutanda
Great-coat	I'n surtout -nn nalctôt	Unterhosen	Un capporto
Handkerchief			
Shirt	Un mouchoir	Hemd	l'na camicia
Stockings	Des bas	Strumpf	Le caize
Waistcoat	Un e chemise Des bas Un gilet	Weste	Un corpetto
A Lady's Toilet.	De la tollette d'une deme.	Damen-Toilette.	Per la torietta d'una Hignora
Cap	I'n bonnet	Hanbe	La cuffia
Chemiss	Une chemise	liemd	l'na camicia
Chemisette	Une chemisette	Chemisetto	l'na camicetta
G1076	Un gant	Handschan	Un guanto
Lace hole (of stays)	Ocilles	Sennurioen	Un occululo-asolo
Linen	Du imge	L'anwana	Licia tela
Morning-cap Nockkerchief	Fishe	Halatus h	I'm ferrolette
Petticoat	Inne _iunon	I'nterrock	ling settema-antic week
8h0e	Un soulier	Schuh	Una scarna
Shawl	Un châle	Shawl	Uno sciallo
<b>B</b> it	Le pan	Chemiseito	La veste gonella
The Washerwaman.	La blanchisseuse.	Die Woschfrau.	La Lavandaja
Can (of a men)	Romet d'hemma	Schurze	Un gremblale
	Poimer a nomine	Built	Un perretto
Can (of a woman)			
Cap (of a woman)	Une chemies de ferrore	Franchamic	line cemicle de dere
Apron Cap (of a man) Cap (of a woman) Chemise Collar Collar Collar Collar	Une chemise de femme Un col de chemise	Franchemde	Una camicia da donna

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# CTEE ROTAL AND IMPERIAL MAIL STEAM

### VIA DOVER AND CALAIS, SHORTEST SEA PASSA TWICE DAILY. MARSEILLES IN 35 HOURS ONLY.

The new and magnificent Steamers of the Royal and Imperial Service convey Passengers with Malle daily and every night between Dover and Calais, en route to Paris, Marseilles, Malta, Brussella Anthern, Cologne, &c.; leaving Dover for Calais every week day at 4.5 p.m. and every day (Sundaya-incided), at 11.16 p.m.—Calais for Dover every morning at 2.50 a.m. (Sundaya included), and every night at 11 p.m. (Saturdays excepted).

12.	•	Day Bervice,	Night Service.	•
	rLONDONdepart	* 1,30 p.m.	8.30 p.m.	
TOOM	DOVER	4.0 ,	11.15 ,,	
TANTON	CALAIS	8.0 ,,	2. 0 a.m.	•
MONDON.	PARIS arrive	5, 5 a.m.	9.10	
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	(PARISdepart	1.45 p.m.	7.30 p.m.	
~ <b>TO</b>	CALAIS	110.30	2 30 a.m.	
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BRUSSELS, COLOGNE, & THE RHINE (via Dover and Calais,)

From LOND	ON.	To LONDON.									
Dever	2 0 a m. 4 0 2 15 50 11 50 10 0 10 30 p.nt. 2 20 p.nt.	Colognedepart. Alx-le-Chapelle ,, Antwerp	9 15 a.m. 10 55 2 50 p.m. 3 0 8 10 [10 30 2 0 a.m. 4 30	9 15 a.m. 10 55 13 15 p.ms. 3 30 12 15 a.m. 2 30 5 20 a.m. 7 45							

* Sandays excepted. † V.: Tournay and Jurbise. ‡ Via Pou at and Valenciennes. § Via Gheat. # This steam does not sail from Calais on Saturdays.

Fare, by the Steamers, First Class, 8.6; Second Class, 6/6. Children, half fares, including Steward's foe. N.B. Passengers can walk on board the Steamers at any time of tide at Dover.

First, Second, and Third Class Trains leave London as 6.30 a.m.; and 5.30 p.m. for Dover, and Dover at 6.15 a.m. for London.

Through Tickets are issued to Calaia, Paris, Brussels, and Cologne, available for Seven days from data of is-us. Fares by Railway and Steam-boat throughout .-

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Seturm Tickets - London to Paris and back, a rallable for one month. First Class, £4 10s.; Scomd Class, £56. Agran, Agran, As-Lunndon, Chief Uffice, S5, Lunnard, Street; Firsts. M. Valbeckmoss, line Drobot; Des Samply Lard; Catals, M. De theirn, and Mr. Thomast, Vice Coasol and Loyd's Agran.

B. Furcels of every description booked and furwarded to all parts of the Continents Chief Office, 50, Lombard Sireet, where every information relative to the Steam I view, and Continental Travelling can be obtained either personally or by Steam, I view to the Steam I view to the Continental Travelling can be obtained either personally or by Steam, Their Imperiod, 40 of the Development of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Continent of the Co

VIA DOVER AND OSTENO.

THE ENGLISH AND BELOLES BOYAL MALL Swift and Powerful Steinmers, sall Daily from * DOVER TO OSTEND, and from OSTEND DOVEL

forming the voyage in about four hours, and carrying the Prussian, Hamburgh, and Rotterdam Math thus ensuring punctuality and despatch. This will be found the shortest and most agreeable Route. segards Customs, examination of Luggage, Passports, &c.

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**Ex-The distance to Cologne, the Rhine, and all parts of Germany, is nearly 70 Miles loss from Ostend than from G

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OLOGNE, for Hamburgh, Leipaic, Berlin, Vienna.	There are also the following Trains DOVELL Dep. 5.70 a.m. 6.35 a.m. 8.0 a.m. 9.0 a.m. 6.13.10 a.m. LONDOS, Ar. 7.30 10.10 10.30 1.0 p.m. 6.3.10 a.m.

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By Empress Trains on fouth Eastern Hailway, lat Class Tickets admitted without extra charge; 2nd Class by 2n 6d. extra. These Tickets, or any portions of them, are available AT ANY TIME, CHEY need not be used on the gray they are purchased.

They also entitle the holder, during One Month from date of Continental sallway portion of Ticket, TO STOP at all the principal towns between Ostend and Cologne, or vice versa, and to continue his route at pleasure; the names of the towns are attached to the tickets.

PARTS BY THE STEAMERS ONLY. First Class, 15s.; 2nd Class, 10s.; Children, half-price.—Is. First Class and 6d. Second Class, Steward's Fee. Holders of Through Tickets man iso pay this fee.

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THE ENGLISH ROYAL MAIL: STEAMERS seve Dover, Tuesdays, Thursdays, and Saturdays, and Ostend, Mcc. lays, Wednesdays, and Friday the other portion of the Service being performed by the Steamers of the Belgian Government.

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# LONDON AND PARIS.—VIA NEW RAYEN and SHEPPER AND CHEAPEST ROUTE

PARTES THROUGHOUT. Single Tickets, First Class 28s.; Second Class, 20s.; ERTURN TICKETS, First Class, 50s.; Second Class, 30s.; gradiable for one-Montal in addition to which, a charge will be made on board the Steamers of its each 1st class, and 5d cash 2nd class passenger; in lieu of Steward's Fee.

These Tickets are available for four days from the date of issue, thus giving passengers who as not desire to proceed direct to Paris, the opportunity of staying a short time at Disppe or Rouse, and they are available by any of the ordinary trains, as well as by the special and express trains running is commetted with the steamers.

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THROUGH FARES.—Single Tickets, First Class, 18s.; Second Class, 14s.

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THE BRIGHTON STEAM PACKET COMPANY'S NEW AND POWERFUL STEAMERS are intended to sail (wind and weather permitting)

At the times stated in the Table on the Page immediately following the descriptive portion of the Guide.

See also Bradshaw's General Rahlway and Steam Navigation Guide of Great Britain and Ireland, in the pages preceding the alphabetical hat of the Salling of Steamers for the present month.

Through Tickets from Newhaven to Paris, or from Diappe to London, must be obtained at the Officer of the Company, Newhaven, or at Dieppe, 35, Quai Henri IV., as they are not issued on board the Seamer. Fassengers' luggage.—Passengers, proceeding direct from London by the Train remains in correspondence with the Steamer, must book their luggage for Paris direct, and it will then be diseased through the Arrival of the Steamer at Dieppe, and conveyed to the Railway Terminus a charge of is, being made for such transport at the time of booking the luggage at the London Terminus. Each passenger's allowed 60bs. of Luggage; any surplus will be charged one penny per lb. Passengers remaining at Dieppe until a later Train, must have their Luggage booked for Dieppe only, otherwise it will be sent on direct to Paris. Goods will be conveyed by these steamers 3 times a week cach way. Passports for France can be obtained at Newhaven before the departure of the sat. Passengers leaving Paris for London, must be at the Terminus half an hour before the time appointed for starting, to book their luggage. For further particulars, apply to A. D. BOSSON, 7, Rue de la Pair, Paris; and 38, Quai Henri IV., Dieppe: Rouch, to Hte Delafosse, Grand Hotel d'Angisterre; to H. P. MAPLES at the Company's Offices, 4, Arthur Street East, opposite the Monumont, London Bridge; or at any Station on the London, Brighton, and South Coast, or Paris and Deppe lines of Railway.

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*Archeer (circumstances permitting), in connection with the London, Brighton, and South Railway, with Passengers and Morchandisc.

The favourite Screw Steamer Alar, is intended to sail as under, unless prevented by any unforespon occurrence:--

From I	Yewhaven, bus	ax, (for Jersey	.)	From Jerney, (for Newhaven.)							
NOVEMBER,	tuto I Itum Y andon		Name of Steamers.	NOVEMBER, 1859.	Stoamor loaves Jersey.	Name of Steamers,					
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FARES PER ALAR:	
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int Capes and But Cable	<b>%</b>
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💎 thisks, weight of Raggege allowed to First Class Passengers; 50ths, to Second Class; and 50ths, to Third Class. Passengers to or from Jersey can be Booked at Portsmouth and Mastings at same Farce as from London.

All goods abould be addressed as follows:—To Jersey, via Newharen, per London, Brighton, and conth Coast Reliway and Steamer, directed in full, and may be delivered at the Willow Walk Station. Bricklayers' Arms; Thames Junction Wharf, Deptford; or can be cauted in by the Railway Company wary low rates.

For further particulars apply to the following Agenta, Geo. W. Stashforth, Newhaven, Sussex; Las.

Hangy P. Marles. 4, Arthur Street East, London Bridge, B. C. R. Third class passengers can leave London Bridge only by the 6 and 10 s.m. and 6 p.m. trains, and from Pimlico by the 5,50 and 9.45 a.m. or 5.50 p.m. trains.

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BOTTER DAM TO NEWHAVEN.

### ROTTERDAM TO JERSEY.

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# SOUTH

# LONDON

ancest and most interesting Boute. Tickets available for Four Days, with privilege

the journey at Winchester, Southampton, Havre, and Ronen.
Fares Throughout—1st class, 28s.; 2nd class, 20a Return Tickets, available for a month, 1st class. 66s ; 2nd class, 36s. For other Fares, see Bills. Passengers can register their luggage through to Paris.

NOVEMBER!	Last Train from Waterloo.	Packet leaves 5'thampton.	Return Packet l'ves Havre.	поченвев.	Last Train from Waterloo.	Packet leaves A thempton.	Packet Trap
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### LONDON AND GUERNSEY AND JERSEY

(Channel Islands), remarkable as being the only Norman possessions of the British Crown, and for their romantic Coast Scenery.

Daily Service by Mail and Express Steam Ships.

Pares Thronchout by Southampton or Weymouth:—1st class, 31a; 2nd class, 21a; double journey Tekets available for one month, 155 and 35a; from Southampton or Weymouth, 16a and 12a; recently Journey Tickets available for one month, 36a and 20a; Children half fares (dock dues included). Tickets available for three days, with the privilege of stopping at Winchester, Southampton, Dorobester,

The Packets leave Southampton on Mondays, Wednesdays, and Fridays, at a quarter before 12 mil-might; train from Waterloo at 84 aftern.; from Weymouth (Custom-House), on Mondays and Fridays, at 6 a.m.

The Return Packets leave Jersey at 7 morning (calling at Guernsey about 11 hour afterwards). every Monday, Wednesday, and Friday, via Southampton; and every Tuesday and Saturday, at 64 a.m., calling at Guernsey about an hour and a half afterwards, of Weymouth.

Powengers arriving at Weymouth by the 84 p.m. Mail Train, can take their berths at once on board.

Also the Atalanta, from Southampton (Docks) to Guernasy and Jersey, every Monday, as 44 p.m.; from Jersey old Guermaey to Southampton, Wednesday, November 2nd, 9 a.m. 9th, 7 a.m.; 16th, 9 a.m.; 23rd, 7 a.m.; 23th, 9 a.m. offices, where Tickets and deriner information may be obtained—London, Waterloo Bridge 25. King William Street, City, E.C.; Southampton, Railway Station; Weymouth, 22, East street.

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### SCREW STEAM-SHIPS.

	The First-class British Steam-chips.	・ こうこう おき は
Tons.		Tons
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### For Malta, Syra, Constantinople, and Smyrns For Malta, Pirmus, Salonica, Constantinople, and Trobizonde,

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Several times per month, have superior accommodation for passengers, and are provided w se when desirable. or possess apply to PAPAYANNI BROTHERS. Females Chamb

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By the powerful NEW Steam Ship, Batavier., Capt. WILLIAM SMITH 

# Also between ROTTERDAM and all places on the RHINE, daily.

The vessels in communication with the Steam Ships from London are the finest and fustest on the II Hopfe of departure, per Betavier:—From London—Every Sunday, at 11 s.m., from the British and Foreign Steam Wharf, Lower East Smithfield.

From Rotterdam—Tuesdays, November 1st, 8 s.m.; 88k.
9 s.m.; 15th, 8 s.m.; 23nd, 9 s.m.; 29th, 8 s.m.

Frencord From London-Thursday, November 3rd, 9 a.m.; 10th, 8 aut.; 17th, 8 a.m.; 24th, 8 a.m.

From Rotterdam-Sunday, November 6th, 8 a.m.; 18th, 10 a.m.; 20th, 7 a.m.; 27th. 10 a.m.

FARES per Batavier and Rhine Boats of the Notherlands Stram Boat Company :---

TO OR FROM LONDON AND	4		1	Deck	Car-	2-Wh'i Crga & D Horses	- 1	Visés to Foreign Office Pass- ports obtained at the Ambas- sador's for Holland, 20, Lowndon
Hotserdaus	2 5 5 5 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6	11 10 0 11 10 8 11 11 6 11 11 10 11 14 2 11 14 7	017 6	014 (	End 30 ( 3 13 ( 3 14 8 4 5 (	£ s. d. £ 1 2 2 0 0 2 10 0 0 1 2 12 0 0 1 2 13 60 1 2 18 50 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Square, Knightsbridge, S. W. (gratis); or at the Commits. Office, 20; Great St. Helen's Bishopegate, E.C., fee Sa. Carriages properly directed: and Horses in charge of proper persous, to be sent for subpused:
Mayence Mannheim	3 16	1 19 3	1 4 7		4 17 8 5 7 0		13 9	to St. Katherine's Steam Whark at least one hour before the sime of departure.

Return Tickets are leaned for the Saloon and Fore Cabins at One Fare and a finit, available all the Season.

### FARES per Fyencord to ROTTERDAM:-Single Journey, Cabin, £1. Out and Home, Cabin, £1 10s.

Manufacture of every description and Parrais insured and forwarded with the greatest care and des in MRILLEPS, BRAYES, and PHILLEPS, Agents to the Netherlands Stems Packet Company, 11, 1804005-0748-77, E. C. Passengers can use book at the Universel (Main, Mapont Siran, W. Regent Clean, W.

CALLING AT SOUTHAMPTON.

The Spleadid New Premen Mall Steam Ships, Bremen, New York, and Weser, each 2 Tons and 700 Horse Power, are intended to be dispatched for NEW YORK,

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THE ABOVE STEAMERS ARE FITTED UP WITH WATER-TIGHT COMPARTME

2.355.85	FROM BREMEN.		FROM SOUTHAMPTON
First Cabin		Thalera	Twenty Guiness.
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### TO LONDON AND

or sample Adlet, Howe, Schwan, Schwalbe, Conder, and Falke, lower BREKEN for LONDON, every Thursday morning.

#/ LONDON for BREMEN, "Tuesday morning." The Company's Se

MULL for BREMEN Saturday evening. 23

e Cabin, £1; Deck, 10s. Return Tickets at a fare and a half derman Lloyd, al Runnen; Mosen, One want, fixosom, and FS, and FRILLIPPS, M. Rood Lane, E.C., or Guarcing Di Salogu, 63 ; Fore Cable, £1 ; Deck, 10s.

# OSTEND, ROTTE

# and the Rhine.

### CHEAPEST

the general steam navigation company's steam ships **leave** 

St. Katherine's Wharf for Autwero. (Passengers Walk on Board) every Tuesday and Thursday at 11 a m.

Antwerp for London, every Friday and Sunday at 11 a.m.

Force from Lundon to or from Antwerp:—Salon, £1 7s.; Forceabin, £1.—To Brussels, lat Cl. £1 10s. 0d.; 2nd Cl., £1 2s. 3d.—Flege, 1st Cl. £1 15s. 0d.; 2nd Cl. £1 5s. 10d.—Ats-fis-Classels, lat Cl. £2 7s. 2d.; 2nd Cl. £1 10s. 0d.—To Cologne, 1st Cl. £2 7s. 9d.; 2nd Cl. £1 15s. 6d.—

London to Ostend, from St Katherine's Wharf, (Passengers Walk on Board) - Wednesdays and Saturdays, November 2ud, 5 a.m.; 5th, 9 a.m.; 9th, 11 a.m.; 12th, 2 a.m.; 16th, 5 a.m.; 19th, 8 a.m. ; 23rd, 10 a.m. ; 26th, 2 a.m.; and 30th, 4 a.m.

Ontend to London, November 1st, 6 p.m.; 4th, 9.15 p.m.; 8th, 10 p.m.; 11th, 10 p.m.; 1sth, midnight; 18th, 9.15 p.m.; 22nd, 10 p.m.; 25th, 11 p.m.; 29th, midnight.

Fares to or from Ostend: Saloon, 18s; Fore-cabin, 14s. London to Brussels: lat Cines, £1 62. Ed.; 2nd Chast. £1 03. 10d.—To Ghent, 1st Cl. £1 23. 6d.; 2nd Cl. £0 17a. 6d.—To Edent. 1st Cl. £1 12a. 2d.; 2nd Cl. £1 45. 6d.—To Alx-la-Chopelle, 1st Cl. £1 17a. 6d.; 2nd Cl. £2 85. 16d. To Cologue, 1st Cl. £2 5s. 8d.; 2nd Cl. £1 14s. 0d.

London to Rotterdam, from St. Katherine's Wharf, (Passengers walk on Board) every Tuesday, Thursday and Saturday, at 11 morn.

Rotterdam to London, Tuesday, Thursday, and Saturday, Kovember 1st, 11 am.; 3rd, 7 am.; 5th, 8 a.m.; 8th, 9 a.m.; 10th, 11 a.m.; 12th, noon; 15th, 11 a.m.; 17th, 7 a.m.; 19th, 7 a.m.;

22nd, 9 a.m.; 24th, 11 a.m.; 26th, noon: 29th, 11 a.m.

fores to or from Rotterdam:--Saloon, £1 10s.; Fore-cubin, 17s. 6d. RETURN TICKETS: £2 5st; Fore, £1 6s. 6d. London to Cologne (by Steamer up the Rhine,)—1st Class, £1 11s. 6d.; 2nd. Glass, 19s. 9d. Coblemess—1st Class, £1 14s. 7d.; 2nd Class, £1 1s. 8d. Rieberteh or Mayences—1st Class, £1 19s. 31.; 2nd Class, 24s. 7d. Manuhelm :-- 1st Class, £2 0s. 10d.; 2nd Class, £1 5s. 60. Dusseldorf:--lat Class, £1 10s. 8d.; 2nd Class, 19s. 8d.

Or by Ceneral Steam Navigation Company and Dutch Rhenish Railroad, London to an dam. 1st Class, £1 42 6d.; 2nd Class, £1 8s 0d. Dusseldorf, 1st Class, £2 7s, 6d.; 2nd Class

£1 12s. 0d. Cologne, 1st Class, £2 11s 0d; 2d Class £1 14s. 6d.

London and Hamburg, from abreast of St. Katherine's Wharf,—every Wednesday and Saturday, November 2nd, 7 a.m.; 5th, 8 a.m.; 9th, 10 a.m.; 12th, 6 a.m.; 16th and 19th, 8 a.m.; 28th, 9 a.m.; 26th, 11 a.m.; 80th, 7 a.m.

From Hamburg, November 2nd, 5 a.m.; 5th, 8 a.m.; 8th, midnight; 12th, 2 a.m.; 16th, 5 a.m.; 19th, 7 a m.; 22nd, 11 p.m.; 26th, 2 a.m.; 30th, 4 a.m. Extra Vessels leave Weekly from each Port.

Fares -- Salcon, £2; Fore-cabin, £1 bs. (provisions; Chief-cabin, 10s.; Fore-cabin, 7s. 6d.)

London to Havre, from and to St. Katherine's Wharf, November 6th, 7 am; 13th, noom; 26th, 7 a.m.; and 27th, noon.

From Savre, November 2nd, 8 a.m. 9th, 1 p.m.; 16th, 4 p.m.; 23rd, noon; 30th, 4 p.m. Fares.—Chief-cabin, 14a.: Fore-cabin, 16s. OUT AND HOME TICKETS for 14 days.—Chief, 21s.;

Fore, 18s. Rondon to Paris: 1st Class, fr.35 = 28s.; 2nd Class, fr.25 = 28s.

London and Calais, from Loudon Bridge Wharf, November 2nd, 5 am; 8th, 9 am; 9th, 11 am; 12th, 2 am; 8th, 4 am; 18th, 8 am; 23rd, 11 am; 36th, 2 am; 8th, 4 am; 18th, 2 am; 8th, 4 am; 18th, 2 am; 8th, 4 am; 18th, 2 am; 8th, 4 am; 18th, 2 am; 8th, 4 am; 18th, 2 am; 8th, 4 am; 18th, 2 am; 8th, 4 am; 18th, 5 am; 8th, 4 am; 18th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 am; 8th, 5 a

5 a.m.; 20th, 6 a.m.; 23rd, midnight; and 27th, 1 a.m.

London to Boulogne, November 1st. 5 a.m.; 3rd, 6 a.m.; 4th, 8 a.m.; 5th, 10 a.m.; 8th, 11 a.m.;

16th and 18th, 1 a.m.; 18th, 2 a.m.; 18th, 4 a.m.; 18th, 6 a.m.; 18th, 6 a.m.; 18th, 2 a.m.; 18th, 1 a.m.; 28th, 1 a.m.; 28th, 1 a.m.; 28th, 1 a.m.; 28th, 2 a.m.; 29th, 4 a.m.

Boulogne to London, November 2nd, 5 a.m.; 4th, and 8th, 7 a.m.; 7th and 8th, 11 and 10th, 11th, and 14th, midnight; 16th, 4 a.m.; 18th and 19th, 7 a.m.; 21st and 2nd, 11 p.m.;

25th, and 28th, midnight; 80th, 4 a.m. Fores to Houlogne and Calais: - Chief, 14s; Fore, 10s. OUT AND HOME TRUETS: -- Chief, 11s. Fore, Ida. Loudon to Paris, and vict versa, via Boulogue or Calinta -- let Class, fr. 35 m3ft. 2nd Class fr. 25- 20s.

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The very favourite fast-sailing Screw Steam-ship
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Joseph Matcock, Commander, or other first-class Steamer, is intended to sail from Hall every Wednesday Evaning, as soon after 4 p.m. as the p for Hull, every Saturday Evening after 10 p.m. Excellent approxima-

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Direct Service, and the ONLY one WITHOUT TRANSHIPMENT between PARIS AND LONDON.

The Directors have the honour to inform Merchants that they have just increased the materiel of the service, which will enable them to have a DEPARTURE EVERY FIVE DAYS from the two following. points.—From the Basin of La Villette; from the Wharf of Hall & Co., Custom-house Quay, Louden

The motories will have a still further increase made to it very shortly. The Company undertaken that had added to the story of the control of the story of the control of the story of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the at. Antoine.

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The most Direct and the Shortest Route by the

ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY, LIMITED

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Passengers booked from London, Liverpool, Manchester, Dublin, Cork, and Bellest, as one fare, vitige

inst Class, 12, 13, and 18 Guiness. First Class from Galway, 10, 13, and 16 Guiness t's feet and provisions; but without Wises of Liquidical made in jears of age, ball-price; Infants 10s.

### Avrhage Passage. 11 to 18 Days."

# STEAM COMMUNICATION MONTHLY FROM LIVERPOOL TO NEW YORK, BALTIMORE, PATTSBURG, CINCINNATI, CHARLESTON, HAVANA, & BY WAY OF PHILADELPHIA.



### THE

# LIVERPOOL. NEW YORK, & PHILADELPHIA

FULL-POWERED BRI	ITISH IRON SCREW STI	eam-ships,
CITY OF BALTIMORU	Capt. R. LEITCH	2,367 Tens.
CITY OF WASHINGTON	Capt. P. C. Petrie	2,109
CITY OF MANCHESTER	Capt	2,109
FRUBLESH	Capi. J. M. JEFPREY	2,197
KANGAROO	Capt. J. KENNLDY	1,874 ,,
GLASGOW	Capt.	1.962
V100	Copt. M'GI IGAN	1.953
BOSPHORUS (Branch Steamer).	Capt. BROARS	443

The undermentioned or other vessels are intended to sail

### For NEW YORK.

Calling at Quccustown, Ireland, about noon on the following day, to take on board Passengers and Despatches. FROM LIVERPOOL.

VIGO.. ...... Wednesday, 9th Nov. EDINBURGH .... 23rd Nov. CITY OF WASHINGTON 7th Dec. .. CITY OF BALTIMORE .. 21st Dec. And each alternate Wednesday.

GITY OF MANCHESTER, Wednesday, 16th Nov. KANGAROO ..... 14th Dec. And each month in Winter, and each alternate and every Saturday in Summer. Wednesday in Summer, making together a regular weekly communication to New York.

### From NEW YORK.

Califor at Queenstown to land all Passengers for Ireland, and Desputches,-delay about one hour.

KANGAROO ..... Saturday, 5th Nov. CHY OF BALTIMORE ....

And three Saturdays in the month in Winter.

RATES OF PASSAGE FROM LIVERPOOL TO NEW YORK: CABIN, Fifteen Guinens, Ses enteen Guineau, and Twenty-One Guineas, according to the secons-

dration in the State Hooms, all having the same privileges in the Saloon. PORW ARD PASSAGE EIGHT GUINEAS, including an unlimited supply of Provisions cooked and served up by the Company's Stewards.

These Steamers carry "Phillips' Patent Fire Aunibilators," and are built in water-tight compariments.

An experienced Surgram is attached to each Steamer.
Freight 23 per ten to New York; and Unmanufactured Goods, &c., will be taken subject to agreement, payable here, or in New York at 4 dottars 80 cents per pound sterling.

Parcels 5s, and upwards, according to size and value, will be received till Six p.m. of the day before sailing.

Cargo for the respective Steamers will be received at the Company's Berth, East.

Apply in New York, to JOHN G. DALE, at the Company's Office, 10, Broadway; in Philadelphia, to JOHN G. DALE, at the Company's Office, 10, Manual Revers, 10, Broadway; in Philadelphia, to JOHN G. DALE, at the Company's Office, 10, Walman Street; in Louison to ELVIS AND MACET, 61, King William Street; in Falls, to JULES DECODE, 3, Tince do la Bourse; in Havre, to HAVIDSON \$4.07.; in Advantage, to JOHN \$4.00 and the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control o

WILLIAM INMAN, 62 & 68, Tower Buildings South, 82, Water Street. Liveryoos, 15th Sept. 1858.

# MPERIAL & ROYAL AUSTRIAN DANUBE Steam Navigation Company

### OF VIENNA.

# TABLE OF DEPARTURES TILL AUTUMN, 1859.

### DOWN.

From LINZ to VIENNA, it correspondence with the Bavarian Steamers from Donauwath and Ralisbon, daily at 7 o'clock a.m.

From VIENNA to PESTII, daily at 6.30 s.m.

From VIENNA to SEMLIN (BELGRAD), Sunday, Tuesday, Thursday, and Friday, at 6.30 a.m.

From VIENNA to GIURGEVO (BUCHAREST), and GALATZ, by Express Bost every Sunday, at 6.30 a.m.; and from PESTH, every Monday at 7 o'clock a.m., calling at Semilu, Orseva, and at all the principal Stations of the Lower Danube. By ordinary Steam-Bost from Vienna, Sunday, at 6.30 a.m.

From GALATZ to CONSTANTINOPLE, on arrival of the Express Boat from Vienne, —every Thursday by Express Studmets (of the Austrian Libyr's Co.'s), reaching Constantinople on Saturday.

From GALATZ to ODESSA, on arrival of the Express cat from Vienna, every Thursday morning, reaching Odessa on Saturday.

### UP.

From VIENNA to LINZ, in correspondence with the Bavarian Steamers to Rutiabon, daily at 6 o'clock a m.

From PESTE to VIENNA, daily at 6 o'clock sam.

From SEMLIN (BELGRAD) to PESTH, every Sunday, Tuesday, Wednesday, and Saturday, at 4 o'clock s.m.

From GALATZ to VIENNA, every Saturday by Express Boat, on arrival of the Austrian Libra's Express Steamer from Constantinople. By ordinary Steam-Boat every Thursday, as 12 o'clock, noon.

From CONSTANTINOPLE to GALATZ, every Wednesday, by the Austrian Lioyd's Express Steamers, and thence by Express Steam-Boat to Posth, (arriving at Pesth on Wednesday morning.)

From ODESSA to GALATZ every Wednesday, thence by Express Boat on Saturday,

VIEWEL, May, 1859.

[See Over

N.R.—The last Express Boot this season, will leave Pesth for Gulatz, flat November, and Oglatz

Tariff for the Express Service, Up or Down, between Vienna, Galatz, Od and Constantinople, Board included.

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E.B.—On the Galatz and Constantinople Line, Board is charged extra. Passengers leave Vienna for Peath by ordinary Steamer, and thence by Express Boat. Fare included in the above Rates.

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nn g evening until 6 morning. No. B starts from Kotterdam only og Mordays, Tuesdays, Thursdays, and medgys, Fridays, and Sundays onlys. Fries daily between Cologne and Mayona, celling at Stora, Kindige-Laberton, the Ran, Lyopa, d. St., Gest, Cest, Bingen, Zhridio, Biskasick, and Mayona, celling at Stora, Kindige-days, Thursdays, and September. then 6 evening until 6 morains

The following ADVERTISEMENTS are arranged in the Alphabetical Order of the Towns.

irrospective of Geographical Position.

### AIX-LA-CHAPELLE.

HOTEL NUELLENS, opposite the Fontaine Eliza, and situated in the most fashionable part of the city, has given attractions to tourists and travellers. This house possesses excellent accommodation for single pursons or large families, and the Culsin department will afford satisfaction to the most tastidious rate. Extract from the 18th Edition of Murray's Hand. Book :—
This Rotel, in the best situation, See Sec., is recommended as capital. Table d'hotesat 11, and 5 eclock.

TOTEL DES QUATRE SAISONS—Situated in the best part of the city, opposite the opera-llouse, and in the vicinity of the Buths, and all public amusements—The Proprietor, & T. Honns, having entirely refitted it, with a view to the confort of those who may honour him which their patronage, pledgested crote his best energies to merit the continued favours of the Nobility and Gentic. Apartments, levels and small, and somely farm-shed, and wasted upon by attentive servaint. Two superior Table D'Hibre in day. Mr. Heriar also begs to recommend the Hoyfe has Baths for a Ross. Bosingeria, of which he is like also by rejector. It as it thin two minutes walk of the city, and has hot Mineral Springs, and Baths, and very superior necommodations—This Establishment has been considerably enlarged by the parchase of an adjusting garden, and the construction of several new baths.

TOTEL DU DRAGON D'OR, Proprietor, Mr. B. Mullen.—This clights attended enablishment close to the Kuronal, and opposite the principal both houses, has an excelor oputation for its general confort, calculates, superior accommodation, and very moderate charges in proprietor axed several years in England. Table d'Hote at 1 and 5 o'clock. Carriages at the lotel.

TYOTEL DU GRAND MONARQUE.—DREMEL'S HOTEL at AIX LA CHAPRLES.

—This magnificent and large Horel, for Families and single Travellers, continues to maintain the Environment reputation for being the favoured residence of travellers of all nation. The propietor, the Patry Dremel, obtained this unusual purrounge by the clear-liness and comfort of his apartments, that the beds being of new construction,) the richness and excellence of its variety and wines, added to the attention and civility of the attendants. Table d'Idea at 1 and 5 o'clock.

The new Bath House attached to the Hotel also belongs to Mr. Framel. It has extensive access that it is proximity is a great advantage to tristors. Het, Cold, Shower, and Tayla-adjustations and its proximites notice. The Baths are supplied direct from the Mineral Springs.

### AMIENS.

HOTEL DU RHIN, PLACE Sr. DENIS, close to the Railway Stations, amiena. This hotel is situated in the handsomest part of the cown, and is extensively particularly the English Nobility, Ctervy and thentry. It is particularly recommended frie extreme elegablicate, domestic comfort, and moderate charges. The apartments are well arranged for families, subjected parsons. They are all large and any; some of them are so disposed as to look over a handsome against and others on a beautiful square. N.R.-Attendance punctual, table excellent, and superfor where Let

POTEL DE FRANCE ET D'ANGLETERRE, 23, Rue Royale—by M. FORTAINE— Co., with the most moderate scale of charges. It is one of the ordert establishments on the Continuous and, having been honoured with the patronage of the nobility and gentry of Ragiand dixing a given thank years, Mr. Foutsine is desirous that every attention be paid to the combride the desirous that every attention be paid to the combride the desirous that every attention be paid to the combride high reasonable and Gentlemen accommoduted with convenient suites of apartments, or single rooms, which we have a standard attendance good. Refreshments of the first quality, and wince of the best wintage, at manufacture.

## AMSTERDAM:

BRACK'S DOELEN HOTEL—Situated in the contre of the Town, and most convenient for Visiters on pleasure or business. It commands a splendid view of the Quays, etc., and, being conducted on a liberal scale, it is patronised by the highest classes of society in Holland. It is also much frequented by English Travellers for the comfort and first-rate accommodation it affords as well as for the invariable civility shown to visiters. Cold and warm baths may be had at any hour contribution for him-Table d'Hôte at half-past 4, or dinner à la cart.

11A RDENBERG'S ENGLISH AND COMMERCIAL HOTEL, by the name of The Old Bible, is well conducted and moderate, and is much frequented by English and American travellers. [44]

### ANTWERP.

ITOTEL DU PARC, PLACE VERTE.—Mr. Arrabit, Proprietor.—This old-established and favourite House is attuated in the pleasantest part of the town, facing the cathedral, and next door to the General Fost Office. It has been recently refitted, and elegantly represented througoust, and greatly improved in every respect, to render it a constantable and suitable Hotel for English families, or single travellors visiting or passing through Antwerp to or from the Rhins: Mrs. Arabit being English, respectfully assures English tourists, they will find her Hotel a highly comportable, agreeable, and respectfully assures English tourists, they will find her Hotel a highly comportable, agreeable, and respectfully assures English tourists, they will find her Hotel a highly comportable, agreeable, and respectfully assures in the deciding the said cold better.

[46]

II OTEL St. ANTOINE, PLACE VERTE.—This Hotel, already favourably known to all travellers, increases delly in reputation, and the Proprietor, Mr. SCHMIDT SPANHOVEN, pledges himself to sparu no seat thous to merit the patronage of the Nobility and Gentry by civility and attention. A superior Culsine, and a very extensive stock of the fluest wines. Large and small spartments elegantly furnished, attentive servants and good table d'Hote. Carriages of every carriages of every fluence. English and French Newspapers taken in.

HOTEL DU GRAND LABOUREUR, Place de Meir.—This old-established and highly recommended hotel, which has been considerably enlarged, is situated in the chast and healthiest square of the city of Antwerp: its cleanliness, and the excellency of the table d' hate and wines, added to the attention and civility shown to all visitors, have made it deserredly popular.

DARBER'S SHIP HOTEL.—The only really English house in Antwerp; attested on the Quay, near the Docks, and commanding a fine view of the River. This Hotel is such pleasantly and conveniently situated for Families and commercial Gentlemen. Excellent accommodation at moderate prices. The Proprietor pledges thousaft to leave nothing undone to promote that commerce of those favouring him with their patronage. English and American Newspapers. [48]

CHECDER'S HOTEL D'HOLLAND, RUE DE L'ETUVE, close to the bondon Steam Boat Wharf. Charges moderate. Every attention is paid to Travellers by the orbiging host, who speaks English, is well acquainted with the Continent, and able to give every more acquainted with the Continent, and able to give every more acquainted with the Continent, and able to give every more acquainted with the Continent, and able to give every more acquainted with the Continent, and able to give every more acquainted with the Continent, and able to give every more acquainted with the Continent.

TOTEL DU RIIIN.—J. B. Krutwig, Proprietor.—This new and excellent Establishment combining all the modern improvements is situated on the Quay, opposite the Steam Fractastation. Bed and Breakfant, 2tr. 50c; Table d'Hote Dinner, 2tra; Attendance, 50c. Table 12 o'clock. Prompt attendance. Choice Wines. Prices Moderato.

# BADEN-BADEN.

#### BATHS OF BADEN.

THE SEASON commences the 1st of May, and continues to the 31st of Colober. The official list—" The Rade Blat Amiliche Frenden Liste," shows that more than stage the present tourists, belonging to all classes of society, visit Baden every year. Railway from Paris at the Baden to fourteen hours. See advertisement in Bradahaw's Monthly Continental Guide of Rails, anguint, and Septimber, of 1859.

#### BADEN-BADEN-Continued.

VICTORIA HOTEL-F, and PH. GROSHOLZ, Proprietors. This is one of the finest built and best furnished Hotels, having twenty-six balconies and two tyrrets, and containing 140 recors and saloons, for Families or Single Persons, delightfully situated in an open space, close to the Karsaal. It has three sides front, and commands charming views. It is reputed for its excellent, Table, d'Ilote, the superior quality of the Wines, and as being in every respect one of the best heat

Prices as moderate as in any other first-rate Hotel. Table d'Hote at 5 o'clock, 3s.; Breakhat. 14d. : Tea, 16d.

TOTEL ROYAL.—Mr. VAL KAH, Proprietor.—This very excellent and newly built Establishment, combining all the modern in-provements, is situated in close proximity to the Trinkhalle and the Kurszal. Table d'Hote at I and 5 o'clock. Prompt attendance ; choice Wines. Prices moderate.

HOTEL DE HOLLANDE.—A. ROESSLER, Proprietor.—This favorities and first-class itotal, situated near the Kursaal, commands can of the most charming views in Baden. The increase of business rendering it necessary to cularge the Hotel, the Proprietor, in extending the promises, has takendessed additional improvements, and has placed conveniences (i.e., w. c.) upon every flow.

The Hutel now consists of more than a hundred sleeping spartments, obganis sitting-rooms, and a garden for the use of visitors. It is conducted under the invendible superistandence of the Proprietor, who evidencement, by the most ethics extention and exceedingly most rate prices, to morit the continued patronage of English visiters. Galguents and other Journals. The Wince of this Hotel are rejunted of the best quality in Badon. Wheel moderate charges for every thing.

"Broakfast, C. 16, 26 kreutreur; I ca, 42 krs. Table d'hote at One, I to, 24 krs., at Pice, I fi. de kr. his Rossandar, sementantende the Consiste. at will a run to control to describe the describe and distinct Travellers.

solar sole Propriet a, will stare no pains to deserve the confidence of English Travellers.

# BAGNERES DE BIGORRES, BASSES PYRENEES.

**TOTEL DE PARIS—Madame Lias. Proprietress.—Situated on the Pro-**Increase -the first part of Regnercs. This Hotel is one of the most conformable to the Pyrobecs containing suites of elegantly turnished apartments, constituing the utmost cleanlines, with all the conveniences to which English Travellers are accustomed. The Cuisine is very reperior. Roard, 66th. per day: Deseuner à la Fourchette, and Table d'Hote. Good Carriages and Horses on Hire for Excussions, at the cheapest prices in the town.

### BERLIN.

JOTEL DU NORD, No. 35, UNTER DEN LINDEN, near the Opera House, the Museum, the King's Palace, the Palace of the Prince of Prassis, and the Monument of Professor, Rauch. - Propietor, J. BRANDT. This Retel, the largest and most superbly farnished in Berlin, has a. great number of specious saloons and airy bedrooms, formished with every comfort the traveller can desire-A first-rate Cutsing for French or English cookery. Dinner at all hours.
Good society may always be met with at this Hotel.

The English Episcopal Chapel is in this Hotel—the Rev. —— Bellson performs the service.

TOTEL DE ROME, under the Tilleuis No. 89, Berlin, Proprietor Adolphe Muihling. one of the first and largest Hotels of the Capital; highly recommended, well kept and clear, demiortable. Excellent Table d' Hote and Restaurant. Baths, Carriages, German, French and English . (04 bredavers at the Hotels. All languages spoken.

Ed. Schutz, a first-rate house in the best MICTORIA HOTEL. situation-Unter den Linden-very highly recommended, clean and comfort able, near the Theatres and the Royal Palace.

TOTEL ROYAL unter DEN LINDEN, No. 3, and corner of Wilhelm Street. Wiesberg and Lango Proprietors. This Rotel is in the best situation of the town, near the Francisch the King's Theatre, the Museum, &c.; it is most elegantly furnished, and offers good accommod to fire all clauses of travellers. Seloons and large apartments for Families. Wheneverks and Bullet in Rotel. Our ringes, Table diote at 3. Trivate dinners and suppers as any hour. Good Bulletin Rotel. Prompt attendance and moderate prices.

#### BERLIN-Continued.

TOTEL ST. PETIRSBURG, UNTER DEN L'ADFN,—unrivalled in situationa commands a beautiful a l'uninteriunted viet of the Linden promenade replete with every laxacy and comiont, cann the surpassed by any similar establishment in Born. Illo above first class flotel will be in ul an est deur ble re lance for a millies and cantieren visiting the capital of Pransis, from its beautiful und central artiation its superior accommodation autres of elegant and ready furnished aput nents. Capital Table d'illou. Baths at a moments notice. I resilient enisine and cho ce wines.

HOTEL PANGLEFERRU, 2, PLACE ANDER BAUACADEMIE.
Stead of in the fine tends of eligant part of the town next to the royal pure ex museums, and
theadres shallo inaction and large families earlier a mused of dwith extreme of epartments,
conducting of a lend is aloone, any bed so not be all is transhed and expressing the test ingush style.
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R. Siebelist, Proprietor.

### GRUNZIG AND LUDWIG.

(LATE L. Y),

FOURNISSEUR TO THE COURTS OF PRUSSIA, &c., &c., &c.,

Genum Inglish and French perfumers, and tellet artiles of superior kind, relevery a seliption Lando Cologue it armifacture prices. I in helicused scion is relian to belien from Roy Book French Kill Gloves, I in See, A considerabilization nuts.

Outlook from any party executed with the greatest principality in the 1sh on 11 each spoken. [65]

### BIARRITZ.

HOTEL DES AMBASSADIURS — Mr. Pousits, Proprietor This firstlass Hotel is admirably situated, and communityers fine views the behind is proverbilly known for its bolid into an lexicalization of a history of view of the proventially described to the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential transfer of the provential tra

### BONN.

THE GOLDEN STAR HOFLL, patronised by the English Royal Family, the English Robility, and Gonty, is the new 1st Hotel to the Railway Leminus, and to the landing places of the Railway Leminus, and to the landing places of the Railway Lewis to recommend his Hotel to kinghigh Tourists. The quality its are in nichely and the Charges are moderate. Apartments du lot the Winter at noderate prices. The London Times and them York Harald a keen in during who separate Sin excellent planes to be found the different strangerous.

RAND HOTEL ROYAL.—This excellent hotel, one of the best on the capturent is charming a situated on the banks of the Rhine, commands the most beautiful view of the Rows Mountain, facing the Landing-place of the Rhine steemers, and near the railway scallent. This heitel combines every comfort with moderate charges, and its stantion is so convenient, that free-videos will find it a highly surveable plus of raidence, or of temporary equipment, to which a splending section of four acres long, laid out in the English and, will greatly contribute. For families or single presented desirous to stay for the winder, the most advantageous arrangement can be made for board and obtains. Faith chore at helicant and so clock. Mr. kernektel, proprietor.

### BOULOGNE-SUR-MER.

HIOTEL DE L'EUROPE.—This splendid, first-rate Establishment, situated on the Quey, opposite the Steam-packet Station, the Custom-house, and the Railway Terminus, affords svery accommodation to Travellors. Apartments with airy Bed-rooms. Fine Gardens, Warm Baths, Stabling, Lock-up Coach-houses, &c. Prices:—Drawing.rooms. 4 to 6 firs per day; Bed-rooms, 2 firs, per Bed per night; Table d'Hote Dinnens, 3 firs; Breakfast, 1 fr. 50 c. to 2 frs. The Times Newspaper daily. Smoking-Room. The carriage of the Hotel attends Travellors at the arrival of the Steamers and Twellers, and conveys them gratis to the Hotel. Agreements are made by the week.

THE BEDFORD HOTEL.—This splendid first-rate Establishment, opposite the Steam-packet Station, and next door to the Custom-house, with a good Sea-View, Garding Lock-up Coach-houses and Stabling. Prices:—Dedrooms, 2 frames; Table d'hote Dianera, 3 framest Breakfast, 1 frame 59 cents. Good Private Sitting-Rooms.

M.B.—A certiage is always in attendance at the Railway Station, to convey passengers and their baggage to the Hotel et always. An English waiter and chambermaid in the Hotel. • English and French newspapers shally.

ITOTEL DES BAINS ET DE BELLE VUE,—First class hotel for families and it gentlemen-situated Bre JG. Leo, No. 59 and 71, and en the port facing the Ballway Stations, kept by Mesers. Jardein and Konton, successors to Mr. N. Lemesnier. Table d'Hote at b objects exclusively for the residence in the tienet. Larre and small apartment at moderate charges. Horeand cold sea-water boths, and vapour balls. Cartacre in attendance at the arrival of all Trains and Steamers. Mr. Founderate Cartacre in the establishment.

PRITISH HOTEL, Rue d'assas. No 5.—This Hotel is situated near the Prot, the Rallway Station, and Theatre, it is particularly recommended for its extremes cleanlines, donestic con iera, and mo trate charges. The a particularly are well arranged for families and single persons. Boarders taken by the week. English newspapers. Table d'liote at 34 o'clock.

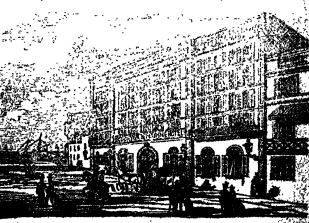
# BRIGHTON AND MARINE HOTEL,

Facing the Etablissment des Bains.

### MAGNIFICENT SEA VIEW.

This first-class
Horei, having
been entirely
re-farmished, is
now replete with
elegance and
comfort, and offers to the English nobility and
others seeking
superior accommodation, every
advantage combinedwith economy.

Sea Haths, Stables, and Coorb Houses.



CONSTANT LHEUREUK, Proprietor.

#### BOULOGNE-SUR-MER-Continued.

# HOTEL DERVAUX,

### GRANDE RUE,

(LATE HOTEL DE PROVENCE.)

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PACKHAM'S IIOTEL DU LOUVRE. The nearest to the Paris of Terminus. Has accommodation for 200 persons. A first-class hotel for families, single gentlement, and commercial travellers. Excellent Table d'Hôte dumers at 3frs. Plain breakfasts, 1fr. 50c. Bedrooms per night, 2frs. Travellers or families booked through from London to Paris will always find the to dine at this hotel, from its proximity to the Station, as Dinners or Refreshments are always freedy upon fine arrival of each locat. No charge made for the use of sitting rooms, or that of bedrooms for warning, to persons going on by first trains after their arrival. A delightful promenade from the hotel to the end of the pair, a distance of one mile. Omnibuses convey passengers from the scenarios to the hotel, and rive evers, gratuitously. Advantaceous arrangements made with families by the week, month, &c., to include fires, lights, and attendance—hot and cold sea-water baths. Two persons occupying the same toom are charged 30s. each per week for board, attendance, lights, and sea-saths.

Farnished or unfurnished houses procured for families in Town or Country.

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# Boulogne-Sur-Mer. Nos. 42, 83, 93, and 103 Grando Rue, 1 Rue Peroce, and 4 Rue Desille

CHORGE HOWE, English Restaurateur, to consequence of the increasing support he continues to receive from Families visiting Boulogne, begs to state for the information of those who have not yet done so, that the arrangement, which after it years experience, he has found most agreeable, is yet famish a stirting and as many bed tooms as may be required, Red. Table Linen and washing thereof, laives, forks, spoons, glass and china—with attendance, kitchen fro and he ad of his servants. The Family Dinner to consist of Soup or Fish, Joint and Poultry, or a made Dish with Vegetables, Tart, or Padding.

G. H. has in his employ first-rate Cooks. Dinner is alway ascreed in the sitting room at the hour desired; there is no Table d'hôte, every thing is provided fresh each day, under the personal inspection of G. H. and of the best quality. The servants (cheeff Fighish) are rivil and well ordered, and as much at the control of the occupiers as if they were their own, and in each house, is one especially appointed for extra requirements. The lumber is the only meal G. H. undertakes to provide. The usual agreement is by the week, and no notice is necessary before leaving, payment to the day of so leaving, only, is required to be included in the bill.

As the terms must always be matter of arrangement, by sending particulars of what number of persons to party consists including children, and if the latter, whether a separate dimer is required for them, how many beds and reoms, &c. Information would at once be torwarded as to price.

Chere are no Extra whatever except for whies or fires for sitting room, and which can be supplied by G. H. 4r not. All postages pre-paid. [79]

REGORY, English Cook and Confectioner, established upwards of twentyfive years, No. 48 and 50 Grande flue, begs to inform visitors that he lets Furnished Apartments
for large or small families, by the week, month, or longer perced, with entire or partial board. English
cooking and attendance on very moderate terms; use of plate, linen, &c., included. B. G. will be
happy to reply to all applications as above, by latter (proposed, or personal, and give every information.

BRITISH LIBRARY AND READING ROOMS.

# MERRIDEW,

# BOOKSELLER AND STATIONER. BEGGISH BOOKS SUPPLIED CARRIAGE AND DUTY PREE.

Weekly Parcels from London.

ADDRESS POOK of ENGLISH RESIDENTS kept at 60. Rue do l'Ean, near the port.

### BREMEN.

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From DI: L'UNIVIRS, situated in the heart of the city—Mr. Piron.

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#### BRUSSELS.-Continued.

THE GRAND HOFEL DE SANE, RUE NEUVE, 77 and 97, is admirably situated rear the 1 ml varia abcatica, and flushway stations and offers to 1 amilies and branch Travellers, spaten a that a untairy Apartments newly fire shed and de orated. There is an a garden at the control sites.

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FOTEL DE LA GRANDE BRETT WAS E. Place Roy de. The fine attnation and sentiner accept of the flored region and a testavelle visiting this same indicate. Priors which come in 've than literalist colours from In their Breakfast, his mic. Dinner-Tabled lides, at a mid 50 ck for at 0 c at doing Free calvely never in a responsibility. sto made with families during the winter menths.

#### BRUSSELS-Continued.

ETORTON'S PRINCE OF WALES INN, ENGLISH TAVERN, AND GIOP HOUSE.—Rue Villa Rermosa, the first street on the right hand of the Montagne de la Cour, descending from the Piace Royale. Comfortable quarters for travellers. Dimercs at shortest motice, soups, mock turtle, oatal, &c., rumpsteaks, chops. devilled kidneys, Wests rabbits, Life grants, Scottings, &c., at all hours. Barclay, Urikins & Co.'s staut and ales. Last India pale sies, and Campbell's Emilian papers, New York Herald and Porter's Epitif of the Times. Tickets can be had for the Waterlou coaches.

CARTER'S (LATE BAILY'S) COMMERCIAL HOTEL AND TAVERN; Is, two du Musée, Place Reyal, Brussels.—Chops and Steaks at all hours. Good Beds, or Bed and Sitting Room. Wine and spirits of the best quality. Draught Ale and Porter. Comfortable accommodation at moderate charges. Commercial genthemen visiting Brussels will find the shows adesirable rendence; Mr. Carter, the landbord, being English, can furnish useful information funcerating the city. Booking office for the Waterlos coach, which starts every morning at half-past nine evidence.

DOARDING and LODGING HOUSE. — Mrs. HAYDON'S highly-respectable Establishment, No. 47, Avenue de la Toison d'Or, Porte Louise, le stuated in the most pleasant and salubrious Boulevand of Brussels. It combines the quiet comfort of a desirable home with the advantages of good society.

PRIVATE BOARDING HOUSE, No. 1, Rue de Vienne, and 126, Chausséé de Wavre, pear the quatier Leopolde.

MHe. Louise Piliond receives lamines by the week, month, or year, who are provided with commitable board and lodgings in private apartments. Terms very moderate, most respectable references can be given.

#### TO LET FURNISHED HOUSES OR APARTMENTS.

PAMILIES intending to reside in Brussels (or the environs,) may always procure good furnished houses, also unturnished houses and spartments, for long or short periods as may be required, by applying to Mr. J. Wella (one of the oldest English residents) No. 47. Boulevard de Waterloo. Properly bought of sold; for particulars apply at the office, Rus de Namur, No. 47. All paid letters will have manediate attention, (Sundays excepted.)

TLOVER.—J. AUVRAY, Brevete, No. 9, Passage des Princes, Galeries St. Hubers, Transfacturer of K.I. Gloves, warranted of the best quality. Wholesale and toball warehouse for all secreptions of Gloves. Manufactured by J. AUVRAY after the newest and most approved Parislan sallons and evicurs.

MILLINERY: MADAME COCHE-SHIRMER, 79, Montagine de la Cour, near the la lace Royale. The assortment of articles for the Tolette is constantly supplied with the language and analysis of the the language of the third of a superior quality and of exquisite work.

ACE MANUFACTORY.—Ladies desirous of purchasing the genuine Brussels and Y valenciennes Lace, or Mechin Point, are invited to visit the Celebrated Establishment of Mr., Panderkellen Bresson, No. 248, and No. 1, Rue du Marquis, near the Cathedral of St. Gudnle mbare they may witness the process of manufacturing lace of the finest texture, and inspecting an Universal testure, and inspecting an Universal Exhibition of the Prize Medal of the Great Exhibition who Gold Medal of the March of the Gold Medal of the March of the Gold Medal of the March of the Gold Medal of the March of the Gold Medal of the March of the Gold Medal of the March of the Gold Medal of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the March of the Ma

#### BRUSSELS-Continued.

### CRANDE MAISON DE NOUVEAUTES.

Wholesale and Retail.—Fixed Prices.

SPLENDID ASSORTMENT of SILKS and SHAWLS of every description and pattern, and an immense variety of Merinos, Stuffs for Dresses from the best manufactures in Europe, are always on view in these show-rooms, which ladies can visit, without being bound to purchase. The strictly hononrable principles of this House, established for the last quarter of a century, are a guarantee to purchasers. English, German, Dutch, and Russan spoken.

CLUZEAU AINE Rue de la Montagne opposite the General Post Office. [194

TAILOR.—J. N. COLARD AND Co's., ESTABLISHMENTS IN BRUSSELS.—No.11, Rus Neuve; 42, Rus de la Madeleine, and 2, Rus Duquesnoy. Messas. Colard employ the most able workmen if the Trade, and are thus enabled to kee, the greatest variety of Garnetts of the latest fashions and noyelites, at the most moderate prices. English Travelers are respectfully invited to visit these Establishments, where English is spoken. This Firm has Branch Establishments at Antwerp, 680, Rus Canal sux Fromages; at Charlerol, Rue des Chaudromiers, com de la place Verte; at Ghent, 1d, Rus des Champs; at Namar, 739, Rue de l'Ange, and supplies Goods for exportation to all parts of the world.

PROTESTANT SCHOOL FOR YOUNG GENTLEMEN, 23, Rue des Sols, conducted by Monsieur G. Acker This Establishment is situated near the Park. It is attended by the sons of the most respectable Protestant Families in Brussels. The course of Education comprises the French, German, and English Languages, (also Lathi if required, &c., &c.) Terms, £45 to £50 per annum, according to age, payable quarterly in advance.

THE OLD ENGLISH BANK AND EXCHANGE OFFICE, 8, Rue Royale, Brussels Mr. Joseph Riowood, late Salten & Riowood respectfully informs travellers that this Bank and Exchange Office, Insurance and He was Agencies, continue at the above address,—Figwood's Old English Bank corresponds with the Union Bank of London, the firms of Messis. Charles Hoste and Co., Messis. Sharin and Co., Oriental Bank Corporation, London; and Messis. Duucan and Co., New York. [107]

DOKSELLER.—Mess. Kissling & Co., 26, Montagne de la Cour, Publishers of the new Guide of Prussels, and General Booksellers. This establishment has a large stock of choice works in the English and Continental languages. Bradshow's fluides and Foreign Bend-books, Murray's Hand-books, Maps, &c. Tauchatz Edition of British Authors, as 2 france per valume.

ENERAL COMMISSION AND PATENT AGENT.—Ms. R. Colliford of Sp. Rue du Commerce, Quartier Leopell, who undertakes to dispose of goods consigned to him for the Relgium, or to execute orders for the purchase of articles in the best markets and to forward them by the best means to England. Certificates, Copies of Judgments, Logal Extracts promptly present, Documents accurately translated into French or English.

### OPTICIAN AND OPTICAL INSTRUMENT MAKER.

MR. CERF, Civil Engineer, Montagne de la Cour, manufacturer of Micros.

Copes, of double Opera Glasses, Milisary, Naval, and Travellers' Telescopes; Mathematical and Meteorological Instruments for Natural Philosophy, &c.

### CALAIS.

26 660 3

THE RUFFET HOTEL OF THE CHEMIN DE FER DU NORD offers peculiar advantages to travellers, from its convenient proximity to the station, it being almate in the most offers and the travellers, from its convenient, so that of the terminus, opposite the landing place of the Dover Steam Packets. The accommendation of the convenient and deanliness, with a watchful supervision to insure order, crediting and proposed entering the convenient of the survival of over-proposed statement, and the charges are on the most moderate scale possible.

### CHARLEROI.

HOTEL DOURIN, within two minutes' walk of the Paris, Brussels, Cologne, and Namur Central Railway Station.—This new, clean, and comfortable Hotel and Restaurant, among good accommodation at reasonable prices. The culsine is excellent, and the apartmants scrupulously clean. The proximity of this Hotel to the Station renders it most convenient to travellers. Table d'Hote, 2 frs., at 1 o'clock. Oysters. Good Beds, 1st floor, 2 frs.; 2nd floor, 1 fr. 50,

### CHALONS-SUR-MARNE.

Trophic DE LA CLOCHE D'OR AND HOTEL DU PALAIS ROYAL UNITED.—
His suits and household, on their visus to the catap at Chalers, recommends his Moisely the Emperor,
His suits and household, on their visus to the catap at Chalers, recommends his Hotel particularly to
families and strangers, who will find that it affords every accommendation that they can desire.

Carriages and Phiztons on hire. Lungo and small Salcous. Table d'Hote at half-past 10 and 6,

THE HOTEL DE HAUTE MERE DIEU is particularly recommended to English and American Lambertor tile excellent quality of its Viands, Which and Tea. Comfortable Apartaments. Table d'Hote at Six O'clock; English spoken; Omnibus attents each Teain. [118]

### COLOGNE

ITOTEL DISCH, in BRIDGE-STRIPPT.—This first-class well known Hotel is most centrally stuated close to the Cathedral, and equally distant from the termini of the Berlin, Paris and Brussels, and Bonn Bailways, the Quay of the Rhine Steamers, &c. Superior Accommodation and Comfort will be found here for Families. Tennists, and Gentlemen passing through Cologue en route to or returning from the Rhine, the North of Germany, &c. Messis Disch & Capillan keep a large assurtment of the best stock of Rhine and Moselle Wines for wholesale.—The Hotel Omnibus conveys Passengers to and from the Railway Stations.

TEME HOTEL DE HOLLANDE is delightfully situated opposite the starting and landing place of the Rhine steamers, and in the vicinity of the Berlin Rullway Station. The aparts ments are fermished with English counfirt, being carpored throughout, and sulted to large families, any will as angle gentlement. It offers, from its belveders, built in the sweamer size, as well as from Resistance, the finest view of the Rhine, and a paronima of Colome. The accommodation will be shaped to combine comfort and cleanliness, a perfect ruisine and exquaits wines—attentive servants—and meaderate charges.—Ournabuses and private carriages attached to the Rhine.

THE HOTEL ROYAL, facing or overlooking the Whine, commands an extensive, where it this noble river. This well-known floted contains tamerous suffice of a nartment for the accommodation of families visiting Cologue. And in consequence of the block having been recessive mlarged, there are several apartments on the ground floor. Travellers will find thus House extremely convenient for landing from or embarking on board of the Rhine Steamers. Table d'Ilôte at 1 & 5 o'clock. Omnibuses and private carriages belonging to the Hotel.

FIGTEL DE BELLE VUE, at DEUTZ, commands a fine view of the Cathedral and the Shine. This old-established house has long been favourably known to travellers. The Find Shines, J. A. Kimmed, respectfully assures English travellers he decome himself honoured by their paternase, and that he spares no expense to rouder his their deserving of it. During the summer months wild which reces the lines.

#### COLDGNE-Continued.

TOTEL DU DOME, is advantageously situated near the south entrance of the cathedral, opposite to the new Rhine Bridge, and is one of the nearest to the Rhenish railway station. The present Proprietor, Mr. J. Mr.z., has entirely returnished the lovel, and has spared no expense in litting it up, both elegantly and commercially. Strict attention is paid to cleanliness and prompt attendance. The dining-rooms are very spacious, and dejeunes and dinners h is carte may be had at all hours. Table d'hôte at 1 o'clock. Moderate prices. Breakfast, 1fr.; Dunner, 2fr. 50c; Bads, 1fr. bot to 2fr.

LIOTEL DU RIIIN, RHENISH HOTEL, HAY MARKET, COLOGNE.—Mr. Riedal, the ; esent promietor of this first-rate flotel, formerly kept by Mr. Staudt, begs leave to recovered it to travellera. The situation of this flott in the centre of the town, near the river, its vicinity to the lending place of all the Steamers and Hailway Station, the comfort and elegance of the sportments and the good accommodation it affords at moderate prices, render it a most desirable restance for travellers passing through Cologne. [122]

### COBLENTZ.

HOTEL DE BELLE VUE.—Mr. M. HOORE, Proprietor.—This favourite is and discioles Hotel with which the Rotel des Trois Suisse, entrely refitted, has recently been incorporated, by pleasantly square, close to the landing place of the steam-bosts, facing the Rhine, and commanding a most beautiful view of the Caelle of Emembrenscin—This magnificant establishment is fitted up in a very superior style, and conducted or a roamer to deserve the parrorage it enjoys among the English nobidity, and gentry, who will dud it a most deshable residence for comfort and secommodation—which nothing can adapted—and for civility and attention.

[126]

TIOTEL DETREVES, CLEMENT'S PLACE—MR. F. MAAS, Proprietor.
Delightfully situated apposite the Petace of the Priace Regent of Prussia, near the Rullway terminus, the Steamers, and Post office. The Hotel de Treves is the oldest established house in Coblentz, and office goe't accommodation as moderate prices. Omnibuses to and from each train.

[127.]

HOTEL DU GEANT.—M. SCHULTZ, Proprietor.—This well-known and favourhe first-class hole is designifully situated opposite the castle of Ehrenbreitstem; it is the nearest to the hading-place or the Security, and commands a most beautiful view of the lithus and surrounding country. This highly recommended establishment combines superior accommodation with moderate prices.

### DIEPPE.

TOTEL ROYAL, FACING THE BEACH.—The Bathing Establishment and the Parado, is one of the most pleasantly situated Hotels in Dieppa, commanding a beautiful and axtensive view of the sea. Families and gentlemen visiting Dieppo will find at this establishments, elegant, large, and small spartments, and the best of accommodation at very reasonable prices; the refreshments, &c., are of the best quality. Table d'Hote and private Dinners.

TOTEL DES ARMES DE FRANCE, GRANDE BUE, 44 and 48. This notice of samples of samples of samples and considerably cularged and improved hole, is strongly recommended to the notice of samples and travellers visiting the Continent, as offering the combined advantages of comparison moderate charges. Situated in the most expreable part of the town, within a few minutes' walk of the Batha. Its vicinity to the landing of the Newhaven steamers, renders the situation of this satisfies the part most desirable; and, in returning sincere charks for the patronage it has hitherte enjoyed. To be appeared the sample of the same. Arrangements are recombined terms may be made with families, by the week of the month, during the winter teacher. Excellent stabling and lock-up cosed houses.

### DIBPPE-Continued.

OSSEL'S HOTEL DE L'EUROPE. This Hotel offers superior accommodation of very moderate charges to faullies and gentlemen, and is seculiarly convenient for travellers of sarring or arriving by the Steam peakers. It is structure, near the Custom House, and on the Quas, the south convenient and pleasant. It is one of the oblest established hotels in the fown, and is conducted on principles combain, confort, and a first-rate culsine, with the structest occoping. This flotel is this aboutest of stance from the Rathway Station.

A carriago belonging to the Hotel is always in attendance for passengers at the arrival of the stomepackets.

THE QUEEN VICTORIA'S AND NORTH HOTEL—Kept by Mr. Guinon, is situated on the gary, Henry IV., to se to the Costom House and steamers. Mr. Guino begs to comain tending in an it fundles withing hepps, the the last made considerable abstrations and improvements in his Hotel, which has been most. Introduced a strategies are most not tende, and the strategies attention part to the influence. Table d'Hote at five o'clock. Private Burgers and Legan, m. Groots the Ratherine part to del milities. Table d'Hote at five o'clock. Private

N.B. —A car large is always in the dance at the linkum Starie in all Steam Packets, to convey page .

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### DIJON.

ITOTED DU PARC.—MR. LIPARD, ainé, Proprietor.—The situation of this I toto), in the exerce of the toto, a very convenient, or commands a deligated view. Replay travel is those other than 1 toto and the company, and exercises consensed the manufacture of the deligated rather and convenient and with the term pass contained and account to had at this field for swarpers one. Buty and at Geneva corresponding return Post carriages may be but in the total that the extrement on a Buty and at Geneva corresponding return Post carriages may be but in the total that the other than 1 to the contained of the Religion 1132.

## DRESDEN.

FIOTEL ZUM KRONPRINZ: Crown Prince Rotel. Providences, Messra. Morita is and Schulter. This splendix insteads hatel is sharted in their oid to infinite street in Dreaden; the Hampfordel. near will the princip of relieval and the longer bloods is Saxony to effect a veriety of ecomomoralistics, a longer number of bed-rooms burelons private sliting rooms, riegams solooms, &c., concertably another involved, community, the best of seconds, elution of number, or single gentlement moderate charges. Table Thôte at one objects. Private Dinners at any burelong 1186.

VICTORIA HOTEL—E. DREMEL, Proprietor.—This first-rate Establishment, situated near the great Public Principale, containes confort with elegance, and has the advantage of possessing a spacious and beautiful garden. The superior Table differs daily. Burners at any hour. During the winter, floard and Ladging at very mosterate prices.

ITOTEL DE SAXE.—Mr. J. F. Dorn, Proprietor.—This old established and remarkably fine hotel is situated in the centre of the town, on the new market, may be feture gallery and King's pulses, and will be found deserving the patronage of the English Hotels and Genery, Families or single Gentlemen. Every effort has been used to condet it as construction.

The refreshments are always of the best quality. Excellent wines, and everything at mode aggless, though attendance, and Baths in the house.

#### DRESDEN-Continued.

This fine large Establishment, situated on the banks of the Elbe, between the two beautiful bridges facing the Theatre, the Vinsoum, and Catholic Cathedral, adjoining the Brussels Terrace, and opposite the Royal Palace and Green Vault, contains one hundred front rooms. These apartments combine elegance and comfort, and most of them fronting either the Theatre Square, or public Walks and Gardens of the Hotel, command fine views of their or living stant Mountains. The gardens of the Hotel afford Its guests an agreeable and private promenade. Table dinct across an adjusted of the Winter, very alvantageous arrangements will be offered, and every effort made to render their readence in the Hotel pleasant and comfortable.

# Magazine of Jewellery, Gold and Silver Manufactures.

MAURICE ELIMEYER, Jeweller to the Royal Court of Saxony, Jeweller, &c., to HER MAJESTY THE QUEEN OF ENGLAND, and Jeweller to the Ducal Court of Saxe-courg-Gotha,

No. 1, at the Corner of the New Market, opposite the Royal Picture Gallery and the Hotel de Berlin.

Recommended by a splendid Assortment of rich and tasteful, set and quiset Jowellery. Objects of Fancy and Ornaments in Gold and Silver,

Any orders will be executed with the most careful aftention

### BANKER AND EXCHANGE OFFICE.

MR. PHILIP ELIMEYER, 7, WILSDRUFFERGASSE gives the highest rate of Exchange for Bank Notes, Post Bills, or Circular Notes; and all Focuser Monies can be exchanged at this establishment to the best advantage. Ur. Elimeyer readily affords Fried in travellers every information they may require as to the proper money for the journey they intent going [139]

## DUSSELDORF.

DREIDENBACH HOF-HOTEL DISCII.—This superior and first-class Hotel, is in the best and most acceedable part of the Alice—the panel of prontenade of the town, close to the beautiful Park, and a short defance from the landing place of the steamers. It is most centrally situate, about believe between the Reilway Stations for Analy Chepelle, Cologne, blockfeld, and Berlin. It is also within a tow doors of Mr Schulte's Lybintron, or Gainer of Vadern Pantings.

and Berlin. It is also within a low deers of Mr. Schulte's Lakabition, or Gainey. A Violein Paintings.

Her Gracious Majesty Queen Victoria, and Prince Albert, honorical this flotel with their presence

Her fortic to Berlin August, 1888.

TOTEL PRINCE OF PRUSSIA, opposite the Cologue, Minden, and Elberfeld (Grafiath) Radway Stations. Mt. E. Sculkers, Proprietor. First-rate house, comorisable rooms, and moderate charges. Situated in the best part of the town.

HOTEL DE L'EUROPF.—Opposite the Cologne, Minden, Berlin, Dutch and Elberfeld Rallway Stations, the latter passing ne or Grafiach, the residence of Dr. Leun, the celebrated Prussian Ocubet, and a short distance from the Rhue. This first-rate and highly recommended Hotel to conducted by Madame E. Goetzen, Proprietress.

## EGYPT.

THE undersigned respectfully begs to inform the travelling public that he has at a great expense, elegantly renewed and enlarged the INDIA FAMILY HOTEL, situated in the traind square of Alexandria, Egypt, in the vicinity of all fereign missions and the centre of the town in tendering his sincerest thanks to his numerous chents for the kind support and encouragement already received, he begs to solicit the further patronage of travellers to the East, assuring them that emitter satisfaction will be given for comfort and moderate charges.

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### FLORENCE.

GRAND HOTEL NEW YORK, situated Lango L'Arno, with a southern aspect, and absone distance from the Wat-riall, which is disagracable to most travellers. This floted is fitted up in the English ctyle for the confort of Landines, and may be truly reputed as one of the best in Haly. The Rooms are a hapted for large and small Landines and use for angle declinement. Table. d'Hote. Balls in the Bettel. Reading rooms. Good attendance and very in netwate charges. [147.

HOTEL DE LA PENSION SUISSE, Mr. Pierro Monin, Proprietor.—

An economical resistence i ristrangers stating Horence. This destrable resistance is in the control of the town near the Place and Breight of St. Hinnia, and opposite the Place Parezia, No. 4186, affords the best of accommodation at all seasons, and possesses all the total-lifes necessary to the conduct of English victors. The appropriets are analytic makes. Table of Horendady, and Breaklast of the foundation of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduct of the conduc

HOTEL DE LA VILLE.—Lango L'Arno Nuovo.—This hotel, formerly the Palace.

Filigay, attasted on the Arno, with a southern aspect, is fitted up in the English style, for the comfort of English countries, and may truly be considered one of the finest in Ruly. The rooms are large, and any, and well-vestimized or lange or small families, and for single grantlemen. Table d'hote. Baths in the hotel. English pages. Fixed prices. De Louoner, Proprietor. [149]

GRAND HOTEL DE LA VICTOIRE.—On the Lungo l'Arno.—Gustav Pagnini, Prop. This not class incite or one of the best saturded in Horence, it was formerly a magnificent patter, and now rifers and not not of a informable accommendation, until geomorphism economy. Large and small apartments and single recons; mederate and fixed prices. Table d'Hote an 2 and 6. Sparious Conce. Homes, human knows; Recting, Rossis, with Explish and Foreign Research Baths. M. Pagnim is assept of two of the Hotel du Pelt an, at Lu co. [180].

TIOTEL D'YORKE, neger the Cathedral, Madame Augier, Proprietress, has the secant up to being its the viewly of the first the principal collections of Paintings, and public buildings, it passes sections conducted around detain for an internal angular anniums of centry and conferred parameters. In a constitution of the reduced daily Reading and sunking reoms, baths. The greatest each of the product of the charges are no leader. In holl, broach, terms a said linear spoken.

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PAGLISH BANK AND EXCHANGE.—Finaza Santa Trinità.—J. His brown brother addressed to two the best exchange for Bills. Circular Notes, and Letters of Ordits, whother addressed to him or not, with set any commission or charge, whiter, thy which the traveller saves four or five deliars on every 21th exchanged. The rate of exchange, marked outside the Bank door. Mr. Brown a knowled negative are Nesser by Martis and tooleton, that outside the Bank is the Wine and Tea Warehouse, for Wine. The Late have do la Paix. Next door to the Bank is the Wine and Tea Warehouse, for Wine. The Late have Spirits, Groceries, and a great rariedy of English and Foreign at clies at moderate rates; about 4 the circular of Pictures of Auction and Modern Masters, and a discoval day ney office for forwarding goods and works of art to any part of the world, procuring and letting apartments &c. &c.

### FRANKFORT-ON-THE-MAINE.

TIMON HOTEL, FORMERLY HOTEL WEIDENBUSCH.—Notice is respect, fully given to Travellers that the Hotel Weidenbusch, kept by the undersigned for the last rears, and with great success, will, after the last June, he called the Union Hotel.

The establishment has undergone extensive alteration and improvements, the greater part of the familiare being new, and adapted to suit the requirements and taste of the present day,

The proprietor avails himself of this opportunity to state, that he trusts his endearours to promote the comforts of his guests will insure him a continuance of the patronnes of the public.

GUSTAY, MEYL PROPRIETOR.

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#### FRANKPORT-ON-THE-MAINE-Continued.

TANDSBLR(c II) I LI.—Noblemen and Gentlemen who may be pleased to however with triate will find ever criscincus and c nirth my Hotel With effect adminaces are cloud in c the prompte and m stell it also also five the landsbury is an activated the landsbury is a nighten fare the landsbury is a nighten fare the landsbury is a nighten fare the landsbury is a nighten fare the landsbury is a nighten fare the landsbury is a nighten fare the landsbury is a night of the landsbury is a night of the landsbury is a night of the landsbury is a night of the landsbury is a night of the landsbury is a night of the landsbury is a night of the landsbury is a night of the landsbury is a night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the landsbury is night of the land

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## FREIBURG IN BRESGAU, DUCHY OF BADEN.

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### FRIEDRICHSHAFEN.

TYOUR NI SILE—ZUM SCHWAN—Proprietor, Ma Nestle—Comn ands a rangular view of the lake and the tips. It is no beconveniently situated, being only
then houses from the terminus and twelve from the perfect that first rate both, which was rebuilt only
and the senice, affords travellers excellent necessary lation at less agreat in where of most combinasite apartments and single rooms at a and in Garden Lordering the lake for the use of the visitor
that the hotel Prompt attention cleanliness Moderate terms. English and French speken.

## GENEVA. (SWITZERLAND).

If OTEL DES BERGUES.—Mr. A. E. RUPFENACHT, Proprietor—The largest in the town of Geneva, is in a delightful situation, none the English Church and the Lyons Religiously Station. It is the only Hotel commanding an extractive very of Mod. Hane, and is repicte with the extraction of the commonstition and residence of the commonstition and residence of the commonstition and residence of the commonstition and residence of the commonstition and residence of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the common of the comm

TOTEL de L'ECU.—This unrivalled and admirably conducted hatel has long enjayed an extensive and high reputation among lengths Travellers. Situated in the finest part of the town, and faving the lake, it commands a bounded view of the covirous. Its accommodation is of so superior a character, that tourists was find it a highly depitable place of residence or of imporary sojourn.

TOTEL DE LA COURONNE.—Situated on the Grand Quai, in an excellent position. Mr Perrell, properties, legis leave to inform Travelters that he has added to his Establishmen're line a. 1. Steps or holding, added on to expert an illowe, from whomes is at fine view of the take and of Mont is, as " pur agaringents are increasing to the design of the case and course onesses.

INGLISH CHEMIST AND DRUGGIST. 1. Place dea Borgues. Geo. In Baket indute. the finish of a bornany from and respects that an has at the present another, a large or 1 selects ack of Larlein partitional all other widness. I better such as the material balt truspes of the best required with Larreine's trait gloves, both, and sponges. Sola, strategy Baltzer, and all admend waters. Every article of the big quality, and place modurate.

### A la Ville de Paris, 67 Rue du Rhone, Geneve. MAISON BLUM. FRERES.

Branch establishments at Lansenne, Vevey, Yverden, Feuchaed Bienn, and Zarieh. Besdy made, clothes for Gentlemen and chibiren, others to measure of the above or the an warranted of the newstandard tallway rules, smots, collars, clavate, and Feucha machicoshes. Good choice affection of all descriptions.

WATCHMAKERS AND JEWELLERS.—Messars. Ad. Lang and Padous, of Graud Qual, No. 171, long to call the attention of travellers to these establishment, in which these will always find a long assertment of Commencers, Rope stern, THE PHECLS FOR MUSIS RACES, Ladies and Centiumen a watches of all kinds, as recommend on a rule, perfection of the works as first strictly and good taste of the exec ornaments. The watches and are warranted at the works as first correspondents abread as well as in General Ricel. American districts and noor testeful describition, six of Europe and America. A solver assortment of jewels of the bright and noor testeful describition, six all the persons employed in the persons employed in the persons employed in the persons employed in the persons employed.

DATER PHILIPPE & CO., Geneva Watch Manufacturers, honoured with Median from the London, New York, and Paris Universal Exhibitions. In the workshops every separate that of a watch is made from the rough metal to the entire completion of the watch. Plain and consider Watches and Chrisometers, definitively regulated for the pocket, whiching up and active the without in key.

#### GENEVA. (Switzerland)-Continued.

WATCHMAKERS, BAUDIN BROTHERS, Grand Quai, facing the Jardin Anglais. Manufacturers of the celebrated and best description of Geneva Watches Jovellery, &c., respectfully invite the attention of travellers to their Establishment, at which they will find every variety of Watches, from the most dininutive to the best of chronometers, all highly perfected and warranted. The same house in Paris, 7, Ruo de la Paix.

WHOLESALE AND RETAIL.—CHORGE ROCH.

MANUFACTORY OF WATCHES AND JEWELLERY.

A LABOR assortment of Warranted Watches, of every species. Repeaters, Chronometers, Travelling Clocks, &c., ind Jewels of the newest description. Rue de Rhenc, No. 183, Geneva. Recommended in Murray's Handbook. [171]

WATCHES AND JEWELLERY.—A. Malignon, 11, Rue de la Corraterie, first floor. This being one of the oldest manufacturing establishments in Geneva, is reputed for the excellent quality and workmanship of its articles. An extensive and select variety of Jewellery and Watches of the best description.

# CLERC BONNET,

PLACE DES BERGUES, No. 8.

Great variety of Havannah Cigars of the first Brand; Cabanas, Partagas, Figure, &c., &c. Forwarded to all parts.

### GENOA.

HOTEL DE LA CROIX DE MALTE.—Messrs. Cousins, Bottachi, & Co., Proprietora—This Botel is situated in the centre of the town, commands a view of the sea, and is the nearest to the Steam Packet Wharf. It has lately been much enlarged and embellished, and all the modern improvements conducive to confort have been introduced, to render this Establishment worthy of the patronage of the English Noblity and Gentry. [176]

HOTEL DE FRANCE—kept by J. Isotta.—This hotel is admirably situals at dish the centre of the city, at the Palazzo Adorne, at the corner of the Piazza di Blanchi, and has a good view of the Port and the Exchange. Every accommodation for travellers and families. Large and small apartments. A good Table C'hote, and Private Dinners, a la carte. Omnebuses at the railway station to convey travellers to the hotel. Mr. Isotta is also proprietor of the Hotel Nazionale, near the railway station, a quiet and comfortable house, equally well conducted. This hotel is much trequented by English families who make any stay at Genea, for its beantiful situation.

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TOTEL ROYAL (ci deviant de Londres), a first-rate house, commanding a brautiful view of the sea, and the environs. This botol is highly recommended for its cleanthess, somfort, and excellent cooking, and moderate charges: Madame Perosio being English, is narremining in her attention to travellers. The Loudon Times paper taken in daily. An omnibus beinging to the hotel will be found at the railway station.

TOTEL FEDER, formerly the Admiralty Palace, is situate at the corner of the Palace Blanchi, opposite the Port, and commands a magnificent view of the sea. This flotist will be found to merit, in every respect, the partonage with which it is honoured by the English nobility and gentry, from its perfect cleanliness, high respectability, and the increasing attention to the command gentry, from the Delta Control of the Control of the Control of the Control of the Control of the Control of the Hotel Feder at Turin, and of the Hotel do France at Nico.

### GHENT.

IFOTEL ROYAL, PLACE d'ARMES. This Botel is situated in the centre of the I Town, contiguous to all the public establishments, and Railway St tion. Travellers will find sweet consider at this Hotel, and experience prompt attention from the attendants. Arrangements made with families at vory moderate prices during the Winter Scason. [183]

HOTEL DE VIENNE.—This Hotel, in the centre of the town, near all the public places for anusoment or business, and an the most open and activation, has been opened by A. Boxans, who begs to recommend it to the public for the inprovement in included, therein, for his attention to the contort and convenience or his visitors, and for the good quality of his wines and viands, combined with very mode, are charges. English, French, and German spoken. English Church Service every Sunday at 4 past 12 orbitals.

HOTEL DE LA POSTE, --PLACE D'ARMES. Mr. C. Dubus, late Propietor of the Rotel de Findre, begs to beform Findish Travellers that he has removed to the slove well-known, rist rate, and nearitally situated betabusiment, which affords extensive and superior accommodation for modifies and single gentlemen. In today fire above-named Hotel de la Poste, Mr Dubus is enabled to offer sait the accommodation to the most opetent families, and to commercial gentlemen, and pleaks shims if to spare no exertions to deserve the patronage of all classes of travellers.

### GRATZ.

HOTEL DE L'ELEPHANT.—Murphatz, No. 967 and 968.—This favourite and first class Borel has seen newly fitted up with avery comfort, and considerably enlarged to meet the concast of thousand of Lordon transfers. One hundred and twenty rooms and salons. It is the nearest to the fallway Station. Foglish, French and Italian spoken by the servants. Hot and Cold Baths in the Borel.

Omnibus belonging to the Hotel conveys passengers to and from the trains. E. List, Proprietos.

TOTEL ARCHDUKE JOHAN.—Mr. SONNHAMER, Proprietor. This first-class Establishment is situated in the centre of the town at the corner of the Square, and adjacent to the principal public buildings. It is also most centrally situated for visiting the objects of attraction in Gratz, and its proximity to the kullway Station will be found very advantageous. This Hotel office excellent accommodation at moderate prices.

### THE HAGUE.

This Hotel has been entirely refitted and re-furnished throughout in the host taste possible, and is situated in the first quarter of the city, facing the Theatre Royal, at the entrance to the wood. This bible chots at half-past four, sayed with the greatest care, and the restricted is the most frequenced. The proprietor has spared no expense to insure that every confort and convenience of modern investment that most fastidious traveller can wish, should be found in this exhallshment. The Host can be considered and now contains several additional spat insures.—P. Paulez, Proprietor. [16].

TOTEL DU VIEUX, or OUDE DOELEN.—Mr. VAN SANTEN, J.J., Proprietor. This old-established and most comfortable Hotel is extensively patronised by Travelless
as seconds of Hs superior Accommodation, its handsome and well-furnished Apartments and splantifications and well-furnished Apartments and splantification; as also for the quality of the Wines set
aftendments, the Table d'liote and Restaurant, and the general civility of the Attendants.

Excensist Comme.

#### THE HAGUE-Continued.

ETOTEL BELLE VUE.—C. A. E. Maitland, Proprietor.—This favourite and English extense hotel, pleasantly situate opposite the Royal park, in the most delightful part of the Hagge, commanding a most heautiful prospect near the promerade and public buildings, is fitted up in a very superior style, and conducted by the proprietor, who is of English extraction, in a manner to render it deserving the extensive purrounge it edgos among the nobility and genery of the Continent. English travellers will find it a most desirable residence for control and accommandation, which nothing can suspans, and for civilty and attention. In addition to the beautiful rural scenery in front of the home, there is a fine extensive garden, with shaded lawns and a pavilion. Arrangements made by the months on favourable terms.

HOTELIA GRANDE COUR IMPERIALE (GROOT-KEIZERSHOF).

Propision, J. A. Spinkera. This flotel is most conveniently situated in the centre of the town, and the Government offices, in the limitenhot Square. It is much frequented by the members of the States-Genoral, distinguished families, or single gentlement, for whom it is peculiarly well adapted by its large or small apartment. For several years p.a. it is how been innovated for its custing, its elegant accommodation, and neatness. A rangeoments made by the week on favourable errms. [188]

### HAMBURG.

TOTEL CROWN PRINCE, --Zum Kronpeinz. This establishment, combining excellent accommodation with moderate charges, will be found most suitable to rommercial Gentlemen visiting Hamburg. The situation is most central and pleasant, particularly open and healthy, on the Alter Jungfern top. The flotal is executingly quite, exactdingly omioritable: the rooms long, and well-funished, and scrupulously clean. Bed-rooms from 1 mare. Arrangements made with persons trying some same. Table d'ilore I mare 8 et , at 3 o'clock. The utmost attention and civility shown to lenglish visitors. C. H. Grubbe, proprietor. [193]

TNGLISH HOTEL. - Admiratory Strasse, --situate in the centre of the town, only three minutes' walk from the Exchange and Horbour. After is excellent accommodation at moderate charges. Visitors whose business may be in the city, will find this Hotel most convenient from its central position. Particular attention occursor of on the slieping apartments, which are quiet, clean, and comfortable. Recreshments of all kinds at no lerate charges. Hot joints, Soup, Fish, from 1 o'clock daily. Lancheon, Chops and Steake, at all hours. Commercial gentlemen visiting flamburg will find this a desirable residence, and the landlord. Mr. Bargsteit, ready to afford any information. First-only Wises, Spirits, Ale, Porter, &c. [194]

### HANOVER.

TOTEL ROYAL, immediately opposite the General Railway Station for Bremen, Berlin, Brunswick, Colegue, Hamburg, &c., admirably situated, in the hest part of the city. The Pulsace and Wines are of firet-rate quality, and the accommodation excellent for families or single travellers. The Reading-Room is well supplied with Newspapers and Periodicals.

A beautiful garden for the use of vivitors.

THE UNION HOTEL, C. M. Reiss. Proprietor, is the nearest Hotel to the Railway Station. It is conveniently situated for travellers, and commands a fine and substitute struct. Furnished in the best modern style, it affords accommodation for a large number of travellers with and the best of refreshments are supplied at reasonable prices.

TOTEL BRITISH, OR BRITISH HOTEL.—Mr. A. ESSER, Proprietor.
This flotel is most conveniently situated in the centre of the town, close to the Theatre, the Rings of the and the Railway Station. This establishment, reputed one of the best in Hanover, with the single exceedingly confortable and good in overy respect. Large or small spartments for familiar and single gentlemen, *Refreshments and wines of the best quality. Omnibuses at the Retivary Station of the best quality.

#### HANCVER-Continued.

THE VICTORIA HOTEL is recommended to the travelling Public for Its delightful situation in the neighbourhood of the finitual Station, the Public Promenade, and open site the Royal Theatre. The accommodation is excitent, and the landlord trusts that the general arrangements of the Hotel, for confort and good attendance, will deserve the patronage of English Travellers. Julius Ripp, Proprietor.

### HAVRE.

HOTEL DE L'EUROPE. Rue de Paris. The situation of this well-known and old-established Hotel is central and convenient for every vari of flavre, from its immediate vicinity to the Theatre, the Fachange, the Decks, and the Quive. Ventous will not superior accommodation at reasonable pieces. It can be lugbay recommended for the online, cleaniness, and excellent Table d'hote, &c. The Railway Booking Office is next door to the Hotel. Restaurant & is Carle. 200

WHEELER'S HOTEL, 19, PETIT-QUAI, NOTRE-DAME.—This Family and:

Commercial florel, rear the Custom House and Steam Packers, has been newly fitted up in the
English style, with these converts so essent ely necessiry to travelters. It will be found to
combine count et with mediciate charges. Combines to and does every Dam.

[189]

### HEIDELBERG.

### MULLER'S PRIVATE FAMILY HOTEL.

Within two minutes with from the statem and Post Unite, or the Andagen, the most fushionable part of the Town, contains small and here apartments, a separate I duing Room, and Travellers' Salesta, and anext may clarifie. The herable line is obeyond I tradence, and is most contortable for English. Families. The terms for Summer and Warder are very to-derate. This house is also recommended in Marray's Hard Book.

LIOTEL PRINCE CHAILLS.—In the Market-place, nearest to the Castle, with a fine view of the ruins of the Castle. The lines, well known as a first-sure house, is without question the largest and host stranted establishment in the town. It has been lately enlargest and embedishied, and is conducted on a most liberal scale wide; the permitted an operation of the proprietors. Table d'hote at and 5 o'clock. An arrangement for beach and telejing may be made for implies and single gentioned during the winter at very moderate prices. English drine scrape is performed cropy Sanday in the rown.

OTEL DE HOLLANDE, quiet and delightfully situated on the hanks of the Necker, and commonding a fine view of the opposite romantic mountain scenery, the massest to the kinding-place of the cleam-boats and close to the Casale. Mr. Spitz, the proprieting, is regiltered to the include a control of the cleaminess of his hotel, and moderate processed by the description of the cleaminess of his hotel, and moderate processed by the description of the cleaminess of his hotel, and moderate processed by the cleaminess of his hotel, and moderate processed by the cleaminess of his hotel, and moderate processed by the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning of the cleaning o

Arrangements for board and heighly during the winter season for families and single gentlement, in the made at very moderate prices.

THE ADLER (or EAGLE) HOTEL, in the Grand Place, commands a heautiful view of the celebrated Gastle of Reidelburg. English and American Families and single Gestleman we had this heave one of the most comfortable, combining excellent accommodation with eleantiness and eleantiness of the control of the most comfortable, combining excellent accommodation with eleantiness and two table d'hotes at I and 5 o'clock, are found in the hotestick in superintended by Mr. Lehr himself, who speaks English and French, as do the screams. The place is also a fine pend of Trout in the yard of the Hotel, where they are always to be had been also as the scream of the Hotel, where they are always to be had been also as the scream of the Hotel, where they are always to be had been also as the scream of the Hotel, where they are always to be had been also as the scream of the Hotel where they are always to be had been also as the scream of the Hotel where they are always to be had been also as the scream of the Hotel where they are always to be had been also as the scream of the Hotel where they are always to be had been also as the scream of the Hotel when the scream of the Hotel when the scream of the Hotel when the scream of the Hotel when the scream of the Hotel when the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scream of the scre

### HOMBOURG.

HOTEL DE HESSE,—Landlord Mu. Braun. This hotel, the oldest estable lished in Homburg, and opposite to the Kurhaus, is replete with accommodation, cleanlines, prompt and respectful attendance, extreme moderation in charges, a scrapulous particularity in providing the best viands, wines, &c., and general attention to the requirements of confort, respectability and refinement, are the attractions which the proprietor can conscientiously hold out in soliciting patronage. The led-grouns and suting-rooms are well furnished and airly: the back-rooms, even, attording a pleasant prospect. The confer-noons are spacious, nearly two landwed present frequently assemble at the celebrated one o'clock Table d litie. Valets do place and night porters are kept. Cabs are within a moment's call. Excellent Stabling and lock-ups for Carriages. A second Table d'Hôte at five o'clock during the winter.

HOTEL IMPERIAL, HOMBURG, NEAR FRANKFORT. The Proprietor of this first class in why done up Hotel informs the English nobility and gentry, that they will find at the Hotel Imperial, elegance constant and sampulous cleanliness. Large and small spartments per day, week, or month. Prisson during the winter season. Particular attention to the Cursine.

### KEHL (NEAR STRASBOURG).

HOTEL DE L'AGNEAU BLANC.—Post House.—M. Loestein.—This old-established and well-known here is highly recommended in Murray's and other Guide Books, and will be found deserving the continued patronage of English visitors. Posons desirous of seeing Strasbourg can leave their luggage at this house, to avoid the examination of it in that town Carriages are always ready to convey parties on excursions, &c., and omnibuses run between Strasbourg and Kehl eight times a day.

[21]

# LAUSANNE.

HOTEL GIBBON (1st Class) Mr. Retter, Proprietor.—Is situate on one of the most beautiful sites in Switzerland, and commands admirable views of the plendid scenery strongled leasure. This well-known and extensively patronized Establishment has been recently newly furnished with all the degance and regard to comfort, to which English travellers are accustomed, and being conducted under the immediate superintendence of Mr. Ritter, will be found to afford very superior accummodation.

### LEGHORN.

THOTEL DES DEUX PRINCES, Piazzi des Grandes Duchis, adjoining the new post office, and not far from the railway station for Pisa and Florence. The Proprietresses, and Miss Thompson, in returning thanks for the kind patronage of English travellers, respectivity motions strangers visiting Legions, that the Botel des Deux Princes is most centrally and pleasantly substact. Large and small apartments elegantly furnished. Table d Höte. Private dimers. [345]

### LEIPSIC.

TOTEL DE POLOGNE.—Messrs. GROSSBERGER and KUHLises to call the attention of Visitors to Leipsic to their well-known commediate Establishment, manifests the creatre of the town, near the Railway Station and Theatre, replets will every comfort; and containing 136 Bushrooms. Two large and elegant Saloons, Reading Rooms. Refreshment Room, and Railing Rooms. Terms moderate. Suitable accommodation for Nobility, Families, or Single Travellets.

### LIEGE.

### To Travellers between England and Germany.

HOTEL DE BELLE VUE, AT LIEGE. GME. RIEGELS DELAFOSSE. This Hotel, recently built on the left back of the Menso, at its junction with the Ourthe, within 400 yards of the New Railway Station, is recommended for the convenience, the quietness, and the beauty of its situation. It will be found to possess the comforts of the best Linglish, with the advantages of the best Continental Hatels. Charges mederate. Servants melieved in the bill. Table d'Hôte daily. N.B.—The opening of the radway from Namur to Liege, through the picture-sque valley of the Meuse, and the limeten, at Liege, right the limes of tallway from Cands, Ostend, and Cologne, make the Hotel de Belle Vue at Liege a no less de rable to in pleasant recting-place,

JOTEL DE SUEDE (proprietor Mr. Dalimier), one of the timest and beste-II in Relydam, as d the most frequented at Liege, is admirably situated, to mg the Ryal Theatre, the Boulevards, and necress the Ruhway Station and Steam Boass. Patronised by Travellers of Al nations: it provesse, an executorit emission, and is throughly herewn for its accumulous cleanliness, good. attendance, and reasonable prices. - Large and small apartnesse, combining every demostic comforts, Hot Baths to be had.

The diving saloon is splended and elegant, and well supplied with foreign Newspapers, including the

Loudon Tinas. Luglish worken

Notice - Hotel do Sach, exceedingly good in every respect. Mr. Dallinber, Proprietor,

TOTEL DE L'EUROPE, Place de la Comedia,-- This first-rate house 🚺 affer street at a congruedation, or darding eleganic and comfort. The quarrical swell furplished. are large and sity, ad, did to handles or single Gentlemen. Table d'Hôis et One o'clock and four o'clock afternion. Price or for as I noise, keeming terming tables, Spaners, and Dutch spoke Monsietti A. Bernard begs to di una travellers that de is also Proprietor of the Retel des Pany at Chairoutaine, at which litting ments are made for bon dhat and longing families or Single Persons on the most advantageous froms.

TOTEL D'ANGLETERRE. Place du Theatre-Mr. Claves, Proprettor, -This large and flow Hetel, the occupest to the Rankay status and Steam Packets is situated in the most salubrious part of the town, configures to the Promoundes and Public Petablishes arts. It is relebrated for its cleanliness, good attendance, and reasonal leptices. Excellent large and small well furnished Apartments, suitable for Families or Single Travellers. Fixed Prices. Superior croking and Table d'Hôte very goorl. ENGLISH, I BENCH, AND GERMAN STOREN,

OTEL DE L'UNIVERS situated immediately opposite the Railway Station, offers to families and travellers, spurious, conductable, and any operfugents, next, stational and decotated. From a stoudance, cleaning and moderate charge. Table d'hitte at ou Rept by Mr. L. Varansel . suree sert i Mes. Mostice and tive o'clock.

OTEL DE L'EUROPE, Nos. 30 and 32, RUE BASSE .- This well-known Estabilishment is returned in the centre of the public buildings, clear to the Tuestro and Rullways Terminus. A Paviden has been recently added, which contains our or as large apartments and subora-locking into the beautiful gorden of the Hotel. Het Baths to be hed at all hours. Ma. Jm. PERREP. having been bonouted during many years with the patronage of hegale's Travellers, hopes, by uncentions attention to the comforts of his resiters, to ment a continuance of those favours,

### LUCCA (Baths of) TUSCANY.

OTEL GREGORY, -- at the Villa, known by the name of Pavillion Hotel-is of under the incuediate superintendence of the Proprietiess, Madame Gregori Mont. This Hope possesses the advantages of a close proximity to the English Church, a large garden with shady walk and many comforts appreciated by English visions. The proprietress hopes by attention and modification of the proprietress and the provinces of that putcoage which establishment has enjoyed so many years.

### LYONS.

CRAND HOTEL DE LYON. RUE IMPERIALE. A magnificent Establishment, making up 200 beds, with sitting rooms, furnished with all the elegance and conforts of the Grand Hotel du Louvre of Paris. Charges moderate. [229]

TOTEL DE L'EUROPE, Place Belle Cour, and Quai de la Saone. Ma.

Jely, Proprietor.—The excellent accommodation and comfort of this long-established hense hommend themselves to all Visiters; its situation on the quay of the Saone is one of the most central and delightful, commanding a view of the charming scenery of Lyons. The Apartments are excellent and well-furnished, the cuisine recherchée, the Table d'Hôte proverbially good, and prices moderate. English spoken.

TRAND HOTEL DE L'UNIVERS, 6, Rue de Bourbon, Place Bellegour, situated Thear the Post Office, the Rhone Steam Boats the nearest within 5 minutes welk troughte Universal Enlaws Station of Peruche. Messas Glover and Vuffray have the honour to inform the Nobility and Travellers that their excellent and aplendid Hotel is fitted up in the English style, one of the partners being an Englishman. The Hotel is patronised by Families of the first distinction of every mation, and acknowledged to be one of the best and cleanest in France. Travellers are particularly requested not to attend to Conductors of Omnibuses and Touters, for, as they receive no brite they will be sure to say that the Hotel is shut up, quite full, or too far off, so that those who haten to the suggestions of those individuals will certainly be deceived. Charges moderate, harge and small apartments, excellent Table d'Hote. Private dimers. Stubbing and Lock-up Coach nouses. Several languages applicade. A variety of Travelling Carriages for sale or hire. Onnibuses belonging to the Hotel convey passengers to and from the Leilway Station and Steam Packet.

TOTEL COLLET, Mr. COLLET, Proprietor. This well conducted Hotel, situated Rue Imperial, ucar the Place Rells Cour, has been newly and elegantly furnished, and in correctly recommended for its community accommodation. Apartments for Lamilles. An Interpretar, who speaks so and Lauguages.

### MACON.

TIOTEL DES CHAMPS ELYSEES... Mr. Buchalet Perrau, Proprietor.—
The situation of this Hotel is centrol and conveniently configuous to the Railway Station, and
combines comfort with economy. Suitable apartments for families and gentlemen. An Omnibus to
and from the Railway Station for each train.

TTOTEL DE L'EUROPE... Mr. WEISS, Proprietor. Macon, situated on the direct route between Paris and Geneva, or Paris and Turin. English Families and Gentlefine may rely os always finding excellent accommodation at the Hotel de l'Europe, which is beautifully attended by the river side, and commands one views of Hount Blancand the Aips. Omnibus to and from sech train. Private carriage also if ordered.

### MALINES.

OTEL ST. JACQUES, situated in the corn market, the oldest established hotel in the town. The Apartments are newly furnished, and offer families and single traveller to the Hotel will be found a deligned that the Hotel will be found a deligned that the specious Stables and Coach House. Private dangers at any hour.

### MALTA.

CHRELL'S HOTEL. STRADA FORM. The oldest catablished Family Hotel.

STRADA FORM. The oldest catablished Family Hotel

Stranding large and small spartners for families, also excellent electing coops for single Comments with the use of a good Coffee-Room. Table d'Hote. Warm, Cold, and Shower Baths.

N.B.—Country residenteles for Families.

#### MALTA Continues.

MPERIAL HOTEL, 91, STRADA STA. LUCIA, VALETTA.—This splendid and well-known Betablishment affords excellent and most confortable accommodation; large and spartments at moderate charges. It can be strongly recommended for attention and eviling and strong the strong of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation o

ADIES AND GENTLEMEN visiting this celebrated Island are respectfully informed that articles of almost every description can be obtained at the lowest prices, of

## T. B. HOOD & CO.,

Drapers, Grocers, Wine and Spirit Merchants, and Wholesnie and Retail General Dealers, 111, Strade San Glovanni, Valetta, Malta.

N D .... Millinety and Dress making executed in the first style.

### MANNHEIM.

LIOTEL DE L'EUROPE.—Air. W. HILLENGARS. Proprietor.—This defightful situated Establishment, immediately facing the landing-place of the Raine Steamers, is strong parameter to the nedice of families and traveluers visiting stambelen. During the winter, arrangements are made for board and edging, according to agreement, on moderate terms. The price of agreement, our moderate terms. The price of agreement, dumme, breakfish, &c., and the same as those of they unstaclass intel.

### MARSEILLES,

ITOTEL DES EMPEREURS, Rue Canibidre Maison Suisse, Chs. Chevrier Enferchet.

1 Proprietor—of the Hoter de Perques at Geneva. This Honel is close to the harbour, the allighted effects, the steam-boat station, the rathway station, and post-office. Table d'hote. Bestmans with a steam-boat station and upwards. Board and Lodging, 6, 7, or 8 france per day, as per agreement statis Hoter, admirably statisfied, and communiting several of the friend views at Marchilles, feath and communiting several of the friend views at Marchilles, feath and calminated the convenience of travellers. Laglach spoken. So halds Expregnot. St parts Tallaho. Man sprick: Deutsch. Re ding room; Saloun for Music; Baths in the Motel.

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CRAND HOTEL BEAUVAU.—FRED. SCHUMACKE RUFEYACKT, Propertion, formerly director of the Grend Hotel de Buyler. Munich. This motel is the only one has view of the sea, of the Canollevo and of Beauvan Street. It is most centrally situated near the Beautan Street Pack, Dingence, Italiway, and Steam Packet offices. Large Apartments in Families; company and where prome for single travelers.

TIGTEL DES AMBASSADEURS.—Travellers visiting Marsvilles for business of pleasure, are recommended to patrone a that Hotel, as being here hardly respectable and employable, conveniently and pleasantly stanted enter the area placeter, efficient and peat-offices, with a class of the port. It is furnish. In a superior syste, and the living will be found first-rate, at as will be present in inferior hotels. The attendance is good, and English, German, italian, and spanish process.

TRAND HOTEL BRISTOL, ET NOAILIES, 24, Place Noailles—significant in the most healthy part of the city.—In Energy Gener, Proprietor, formerly of the Hotel digital Radis, has the homour to morn Families and Travellers visiting Markellles that he will do his beautiful his house one of the most core retains and clean in the city, and one of the most models in the horse. He hopes his friends will continue to homour han with their partonage, and pay his not the continue to homour han with their partonage, and pay his not the continue to home. The Proprietor and the homes Register.

TOTEL D'ORIENT, 17, Rue Grignan, kept by Mr. Borel, Brevell, the Ex-Royal Family of France, the Courts of Spain, of Naples, of Tarih, and

# MAYENCE.

HOTEL D'ANGLETERRE.—HENRY SPECHT, Proprietor.—This elegant, attated thotel, much frequented by families and gentlemen, situated in front of the Rhine bridge, at the nearest hotel to the landing-place of the steam-boats, and close to the stings of the Frankforts. Wisebaden, Bavarian, Cologne, Bole, and Paris railways. It affords from its balconies and rooms extends and picturesque views of the Rhine and mountains. English confort. Table dhots. The fight is reputed for its superior Rhenish and Bordeaux wines, sparkling Hock, which Mr. Specht explores to England at wholesale prices. English Times and Illustrated News, French and German Rewspapers.

### METZ.

MICHEL DE L'EUROPE, Mr. Monier, Proprietor,—This first-rate Hotel, much frequented by Families and Gentlemen, situated in the finest part of the town, near the Ratiwas Station and Promenade, is replete with every comfort, the apartments are asterolly and elegantly furnished. It is celebrated for its cleanliness, good attendance, and reasonable prices. Saluons, Reading and Refreshment rooms, Table of flote at 1 and 5 o'clock; Breakfast and Dinners at all bours. Avantageous arrangements made with Families during the Winter Season. In front of the Rojet there is after extensive garden and large court-yard. Baths and carriages in the Hotel. Omnibuses and carriages belonging to the Hotel convoy passengers to and from the Rollway Station. English, French Rollan, and German spoken.

### MILAN.

MILAN, LOMBARDY.—HOTEL DE LA GRANDE BRETAGNE.

Wital Biganzoli, situated Consica Dylla Palla, 3327, near the Duomo. Large and small sparts

ments; Table d'Hote delicately and abundantly served; Single Rooms for Baselors; Lock-up Consiliant Consiliants Bessenger taken in; English and French spoken. The Hotel is recompriseded in Marray's Handbook, and is well known to all travellers who have honoured it hitherto, for its reasonable prices, great comfort, and excelent situation,

TIOTEL MARINO, (5, Rue Marino, Mr. C. Guzzi, Proprietor,) is situated in the most central part of the town, near the grand Theatre de la Scala and others; it is also close to the two most proposed by the city. This large and extensive hotel affords the best assummedation travellers can desire, at moderate charges.

Dissers at all hours. Baths in the hotel always really. English, French, and Italian newspapers.

English, French, and German spoken.

### MUNICH.

THE FOUR SEASONS HOTEL, situate No. 2, Maximilian Strasse; one is of the most magnificent streets in Germany. Mr. A. Schimen, Proprietor.—This establishment, fast bear recently constructed and elegantly introduced in the newest and most fashionable style by the street comfortable accommodation. It is situate in the most central part of the town, near the droyal Palace, the theatres and post office, and contains 120 is go and small spartments, all having the droyal Palace, the theatres and post office, and contains 120 is go and small spartments, all having the of the above-named street. Restling-room, supplied with English, American, and foreign the property of the contains and cold baths. An emailies to and from each train. Elegant carriages for hims, Anachee for attendance.

OTEL DE BAVIERE.—PAUL AMMON, Managing Director, respectfully informs British and American Travellors that the premises of the Hotel have been extendively and that an additional spacious house adjuining the Rotel has also been furnished with every make attention to comfort and elegence, for the reception of visitors. The establishment now consists will be a superior of the participation of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the

### MUNICH-Continued.

### FRENCH RESTAURANT, PROMENADE STREET, MUNICH, MR. QUATRESOUS, Proprietor.

PRIVATE ROOMS FOR LADIES AND FAMILIES &c. &c.

Every kind of Wines and Bavarian Beer.

EVERY COMFORT AND ATTENTION.

1240.

### NAMUR.

TOTEL D'HARSCAMP.—Travellers visiting Namur will find this a central and commodition Hotel, newly and slogantly furnished, and adopted in all respects to the improved fasts of the Age. Reputed for many years as one of the best in Belgium for its respectability, its wine, of the first quality, and its viands of the best description. Mr. F. Hoogen, the present Proprietor, will endeavour to render this Hotel deserving this high standing, and the support of its distinguished and summerous risiters.

[35]:

HOTEL DE BELLE VUE.—Mr. HENRI FROHLICH, Proprietor.—Among the Ed Hotels for which lickjum is celebrated, the Hotel de Belle Vue de Namur has always been condessed as one of the best. The Proprietor spares no pulmet render it deserving this character and it make English Travallers comfortable on reasonable terms. Fixed prices, Bedrooms, 10: 50a to the according to the floor. Breakfast, 10: Table d'hôte, 20: 7: Ihis hotel is situated in the most healthy part of the town, commanding a fine view of the citated and adjacent country. N.R. There is an elegant drawing-room with piano and masic for the special use of visitors. Hot and cold baths in the house. The Cuisine department will be found excellent, and the Wines very superior. An Omnibus belonging to the hotel conveys passengers to and from the listin sy Station and Stoemboats.

HOTEL DE HOLLANDE, Mr. Louis Reuff, Proprietor. This Hotel has long been known to English Travellers for its comfortable accommodation, good Table d'Hotel excellent wines, and moderate prices. It is most centrally situated, within a few minutes of the Radius Station. French, English, Dutch, and German spoken.

# NANCY.

HOTEL D'ANGLETERRE, Mr. Keller, Proprietor, situated opposite the Railery Station at Nancy, and near Mr. Elle Salitie's, English banker, will be found to assert says good accommodation at moderate charges. Table d'Hote, Mr. Keller, Preprietor, taggish money at current exchange. Galignani's Messenger and other newspapers.

### NAPLES.

TOTEL CROCELLL.—Situated in the healthiest and cleanest part of the town in commands the most splendid and extensive Views of Mourt Versylva and the Bay of Randia. This superior first-cleans Hotel is conducted on a liberal scale, and sivantageous arrangements can be made with Families remaining any length of time. Table d'Hote. English and French papers.

### NICE.

POTEL DES ANGLAIS—No. 27, PROMENADE DES ANGLAIS, communitée La soost delightful view of the sea and surrounding country. Families and gentlemen visité his catabilishment will find it repetet with every confort and elegance. Charges moderate. I see the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation of the conformation o



#### NICE-Continued.

OTEL D'ANGLETERRE—conducted by Vincenzo Palmieri, formerly Malire d'Hotel in several families of the best English society. The Hotel is admirably situated opposite the public Gardens, the favourite promenside and whire the military bands play twices week. It is also facing the 'outh with a view of the sea. Table 4 hote at 5 o clock. Mr. Pa'mieri speiks English

TYOTEL DE LA GRANDE BREFAGNE—First class Hotel for Families and Gentleme : - Landlord, Mr BRF271 .- A splendid and well known batablishment, offering to Travellers very e neartable large as den all apartments, is the roughly recommended for attention and civility The Hotel is most be sutifully situ sted, and commands a delightful and extensive view of the sea and surre underg country

Ph -The Hotel is seeses the lurge t Saloon, or Room for I ads. Concerts, Assemblies, &c of any

hotel in Nice

TOTEL DE FRANCE. A first class, large and well known family Hotel, situate in the best p sition of the rath specified on the quay Massina and communities attuate in the best p sittin of the r ith a cott Ne on the quity Massina and commanding a Beautiful (I wo file (1 lt his 1 (1) tev i md g city inproved is I tak bo highly recommended as descring the state of the 1 (1) tev i md g city inproved is I tak bo highly recommended as descring the state of the 1 all list is most of gunity further, a for direction for Finite or sire, a (center or weating, Nice for a short period, or intending to account me this fider is also to picture (the Hot is keder at Gunou and lumin [285]

TNGLISH DISPHNSARY—PAULIAN—Rue du Pont Neuf, corner ef L'Place & l'ousinique de france et l'entre l'internation de le prepared en l'med up from the best see purest druce at moderate più ca

I'ne lieb vialt ra "dietin ti ent is by part is so this 11 cets rishment for the excellent qualify of its articles, for its celebrate Can tica all fritain in the and universed Leinfinal sorps, managed tured from the Italian Veget ib t I whi are sooner tily curst ve in diseases of the akin [260

FIRRARYS MUSICAL INTABLIBRIANT. 1. Legissi reconstructions. It is not still a still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still be still FERRARAS MUSICAL ISTABLISHMENT, I. Quar Massena:-

S Les ata superfetends Subres Dansantes Ae

1261

### NUREMBERG.

OTEL DE L'AUTRUCHE-GASTHOF ZUM STRAUSS established and well known I tel is situated in the best part of the town, near the Halfway Station, and principal public but it go ar laighte of ha civing five accommodation at this betat is first-rate for families and guitten in it is eithe that for its good wines and excellent calcing English and French sp lan [404

DED HORSE HOTEL-ROTHLS ROSS Proprietor, Mr P. Gahmbetti - Ibis e veclient and old establi he i hatel a ewiv and elegantiv furnished with every one re, is highly recommended. It is cold tried frite rich and Italian cookery and is situated in the confire of the town, in view of he second s church, and near the castle throughout o and group.

# OSTEND.

IOTEL FONTAINE...This hotel is situated in the Longue Rue, peak Ming a Raisse, the Karusal, and Casino nearest to the sea. It is patromised by the points of the sea it is patromised by the points of the sea it is patromised in the houser of receiving Princile visitors. It contains a large manhabit. multiparts, bandoomol' for labed (overlooking a gar'en), and a new and extensive disinguished dimensions, are unlooked with a fine collection of paintings.

This horse is one of the filest establishments in the towners. An annalyse belonging to the

we are a see of the filest statistism will be seen the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the st

#### OSTEND ... Continued.

THAN'S NEW HOTEL—close to the harhour, communits a very line view of the few outside the few outsides a very line view of the few outsides and accommodation can be lied, at the few of the ratifal and at which the best of refreshments and accommodation can be lied, at the few of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results of the results

### PARIS.

CRAND HOTEL LOUVOIS, PLACE LOUVOIS, IN THE RUE RICHELEU.—IF
Caranova, the proprietor of this excellent Hotel continues to merit the patronage of his name
one friends and ristors by paying the greatest attention to their comfort. Table d'Hote at half per
desily. Restaurant à la Carte. Arrangements made by the week or menth with persons who made
prolonged stay in Paris.

This light, from its peculiarly healthy situation, faring the south, in the cantre of Paris, is particularly stable to travellers. All the apartments overlook the Pince Louvois, which is planted with trees, and

presinented with one of the most beautiful fountains of Paris.

TOTEL DE LA GRANDE BRETAGNE, 14. Rue Caumartin, formers la liotei de la Gironde. This first-raic establishment, atteated in the most fashiputalla quantità first, contiguous to the Boulevarias de Madeleine and des Capucines, hus recently been quite ment fitted up. This hotel, siready advantageously known, has been made by the new Proprietor, fir. Chieffing of the most confortable in Pans. Large and small spattments for families, or single recent fapital Table of Hote, or dinners by the bill of forc. A saloon for recessing company. All on the moderate terms.

Private Carriages for hire. English Newspapers.

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# HOTEL DES DEUX MONDES ET D'ANGLETERNE.

S. RUE D'ANTIN.

Near the Tuileries, Place Vendome, and the Boulevards. This magnificent the class Hotel, recently constructed and elegantly furnished in the newest and mean tashionable style, surrounded by Gardens, justifies the preformes accorded to a standilles and Gentlemen, for the splendour and comfort of its apartments, its excellent pairing, and the care and attention shows to all who honour the listed with short patronage. Large and small spartments, and single rooms, at moderate charges. Private restaurant, splendid coffee-rooms, saloons, reading and smoking rooms.

TOTEL MEURICE—RUF. DE REVOLI, immediately opposite the Gittings of pulsaries.—This sid establishes well-known first class flotel is replace with every constitution with excellent greateness. In the case of second constitution with excellent greateness Distance of the control of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the case of the

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#### PARIS. Continued.

AWSON'S HOTEL BEDFORD, No. 17, and 19, Rus De L'Arcade, near the Madeleine Church (formerly Rue St. Honore.)—This Hotel has long been known to English Travellers for its comfort and many advantages. The Proprietor, in acknowledging with grateful than best favours, begs to assure his numerous patrons, that he has spared no expense to provide his guest with every convenience and comfort in this establishment. The Hotel is situated in the quiet and best-clini quarter of the Madeleine, free from noise and bustle; and it is within a minute's walk of the Champs Elysecs, the Railway Station, and the Boulevards. Table d'Hôte at 5 o'clock daily, in time fig. 68 Therites. Moderate charges, and good attendance.

HOTEL RIVOLI, 202, RUE DE RIVOLI, facing the Palace and the gardens of the Tulleries. The new proprietor of this establishment begs to inform English and American travellers, that it has been newly fitted up with every possible comfort, and that he will use every endeavour to render a residence at his hotel as agreeable as possible. Excellent table d'hôte at fora Dinner à la Carta, or private dinners Baths in the hotel.

I OTEL WAGRAM.—MR. JULES BOULLE, Proprietor, 20s, Rue de Rivoli, facing the Tulleries Gardens, in the immediate vicinity of the Champs Elysées, and principal places of amusement in Paris. English Visitors will find this Hotel worthy of their patronage, both as regards comfort and economy. Large and small Apartments. Dinners a la Carte, at a fixed price, this Hotel enjoys the reputation of being a well-conducted, highly respectable house; and the Landbord endeavours to render it more attractive by paying every attention to his ratters.

Proprietor, near the Palais Royal, the Bourse, the Boulevards, and the Theatres. Restaurant—Table Hote, Baths, Carriages. Large and small well-furnished apartments. Bed-rooms at 2 & 6 francs. French, English, and German newspapers. Mr. Grake prequests gentlemen and families who are recommended to this Hotel, not to allow themselves to be misled by touters or other interested persons, who frequently deceive passengers by conducting them to other establishments of the same name as the above respectable Hotel. Lea bureaux du Telegraph sont days l'Hotel.

RAND HOTEL DU LOUVRE.—The largest in Europe, occupying the states of solsted aquare between the Rue de Rivoli, the Place du Palais Royal, Rue St. Honors, and Rue Marengo, in the centre of Paris; 600 rooms and 70 saloons, dining-room richly decorated; rooms for the Restaurant. Reading-room, where the Paris and foreign new spapers are to be had; also a choice of the best periodical publications of literature. Stiting-rooms for conversation, game, and music. Coffee-room with billiard-tables on the ground-floor. Smoking-room. Baths at every hour of the day. Coaches in the hotel, elegant carriages to order. Omnibuses, taking to any railway station; letter-logs. Table d'abte at s o'clock, 7 francs. Dinners à is carte, in the Restaurant, or in the rooms, at any time of the day. The prices of the rooms ruy from 3 to 20 francs; those of the saloons from 4 to 20 francs. Survice from 1 tr. to 1 fr. 50 c. a person. Attendants speaking several languages.

HOTTEL DE LILLE AND D'ALBION.

323, RUE ST. HONORE,

PARIS.

Shere is a communication with the Rue de Rivoli from the Garden of the Hotel eppearing the principal contrance to the

TUILLERIES GARDENS.

TABLE D'HOTE-BATHS-STARLE AND COACHHOUSES.

Enolish Attendants.

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RAND HOTEL DES TROIS EMPEREURS, 170, Rue De RIVOLI T PLACE DU PALAN ROYAL. Change of Proprietor. Large and small spartments handsquistly firmlashed. 250 Rooms at all prices. Table d'Hote at half peat five. Dinners à la Carte et fixed griess

TRAND HOTEL DE LONDRES, Rue Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castiglione No 5, between The Castigli

#### PARIS-Continued.

TOTEL VOUILLEMONT, 13, Rue des Champs Elysees, near the Madeleine. To Hotel is situated in the finest quarter of Paris, near the Place de la Concorde, between the Books wants, the garden of the Tunieries, and the Champs Elyseés.

to be particularly recommended for being well conducted, and the elegant manner in which it is fire

mished.

7. Yiskors will find every thing most comfortable, and Families can be served in private edicons, appeared for that purpose. All the attendants speak English and German. (279)

I OTEL DE CALAIS.—5, Rue Neuve de Capucines, kept by Mr. Hauser, a new proprietor. This hott is particularly recommended for its commortable apartinents and bedrooms, its excellent table d'hôle and polite attendants; arrangements made for board and folding by the week or month, and no extra charge for service. The situation is most eligible, being close to the Place Vendome, and the Boulevard des Irblians Charges moderate. English newspapers. English rewepapers. English respectively approprietor speaks English and spares no endeavours to make travellers comfortable.

HOTEL DE NORMANDIE, 240, RUE ST. HONORE.—The above Hutel possesses advantages for travellers rarely to be met with. It is in the vicinity of the principal Public Frachbahmeris, in the most favourable situation for pleasure as well as business, and is the constant atm of the Proprietor to ment patronage by affording every confort at the most moderate charges. Each Visiter may be furnished with a Bed-room, Breakfust, Dimer at Table d'liote, with a field of good Burgundy Wine, at 5a. 6d. and 6s. per day, including light and servants.

N.B.- English apoken by the landford and servants.

HOTEL DES ETRANGERS, — (E. KRAUTH, Proprietor), — 24, Rue Tropoles, near the Madalcine. This Hotel is de lightfully situated in one of the breadest and most healthy streates in Paris, being close to the Mad Leine Church, the Tulicries Gardena, Champa Elysdes, Bonkyards, &c. It is within five minutes walk of the Ronen, Havre, Preppe, and Versallies Railway Stations. This Hotel offers clean and comfurable apartments and sitting rooms from 2, 8 and 4 france per Breakfasts at 16, 10 sous, and 27s. Table of Hote Sirks, at half-past & of clock, Artendance By area, per day. Arrangements for Bonad and Residence by the week or month. Genuine English Ale and Residence by the Week or month.

ONDON AND NEW YORK HOTEL,—13, Place du Havre, Mr. Charden Proprietor.—Visitors ceming to Paris will find this Hotel must conveniently almated, within few minutes walk from the Madeleine Church, and the Changas Riysées, facility the Railway for Verseilles, St. Clond, the Hots de Boulogne, Dieppe, and Havre. English Attendants, for Pepers taken in. Airy and comfortable froms from 1a 3d, to 4s, per day. Plain Breakfast lot. Thiners served at 6 o'clock, including excellent clare, at 22, 10d, a head. Arrangements made in accordance of the property of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the contr

TIOTEL VICTORIA, RUE CHAUVEAU-LAGARDE, No. 3, near the Church's the Madeleine, and the Champs Elysces - the best quarter of Paris. Established in 1827, accommodation is of the best description, and the charges are exceedingly moderate; for the daily account of apartment, breakinst, linner with wine, tes and coffee in the evening, and servants, account of the evening and servants.

I OTEL DE LONDRES, 8, Rue St. Hyacinthe St. Honoré, near the St. Honoré and the fullette. No Hotel is better situated, from its tranquility, for travelet he visit Paris for pleasure or business. Small and large apartments for families; also Bed-roses, 2, 4 trancs, and upwards. Bed for one sight only is charged one-half more. Beard and Large Including a Bed-roses, Breakfast, Dioser, Tea, Light, attendance, at 8a every day.) Arrangement of the persons who prolong their sojourn in Paris, or have their own cook.

A Saloan for receiving Company.

Notice.—Hotel de Londres, Rue St. Hyacinihe, near the Rue St. Honey

TOTEL FOLKSTONE, No. 9, Rue Castellane, Paris, Near the Madeleins II. Boulevards, the Tulieries, and the Champa Elyace. Families and gentlemen visiting Pails and at the above hatch the comfort of home, together with every thing calculated to render their sale agrees life. The lotel is kept by an American lody and her husband Mr. Pricliand. English Break it is after and a fr. Dinar a is carte out a in Table d'Hôte Apariments for families, and begin in the carte out a Table d'Hôte Apariments for families, and begin in the carte out a Table d'Hôte Apariments for families, and begin in the carte out a Table d'Hôte apariments for families, and begin in the carte out a transfer who are recommended to this hotel are less than the carte out a la Table d'Hôte.



#### PARIS-Continued.

TRAND HOTEL DE LION, No. 13, RUE DES FILLES ST. THOMAS, with a I large frontign is the Rue Richelion and near the Bourse to which is a recently been added the adjoining Hotel | 1 /ne \) | (d 1 is b t'er situate | (c) travellers who suit Paris for pleasure or ball-Best. Smill and in " A; name 1 s for i malica, also wingle Bed rooms from 4 fr , to 4 lr. (Bed for specially stated and the special control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of

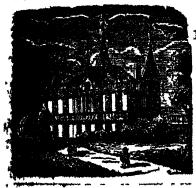
sommends the set set and to travellers Complements tot all parts of Paris also to and from every

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TIS LORDSHIP'S LARDER DIVING ROOMS -25, Rue Royale, Made-left, 7 J Wells from 1 1 Heighter Luncers, Divers Sup (oil Meat, Ramp States, Chapt to at allieus Divit the ard Lorder in an emolition Fight h Visitors desirants of living a conormally in the tast tille t wil in I the t mediments supplied it 'lies Lordship's Larder," excellent i qui its animi ter t i pre a

# FAMILY HOUSE.

QOARD AND RU-IDENCE, 25, Rea Royar, fung the Maleline. Mr. and Mone Pelujere I to in an the attremental street that the by Rouman, and have ohen y n e u t ie t i ja vements in a 1 table men both as regards the Apartments and (mane, which online every e mint



# Chateau de Chateaubriand. 10, RUE CHATEAUBRIAND.

(TIA IN 11 YS115 PARTS.

### Board and Residence

Of the " st class with Inglish comforts and select ociety, the house is one of the handsomest in Paris surrounded by its own grounds, is attuated in the incat bealth, quarter... I isitors have the use of two while library, &c Terms 55 fra per week, or at I fee per month, children and servants half price.

OARD AND RESIDENCE, at 39, RUE DU CHEMIN DE VER SAILLLS CHANGE ELY I ES This establishment is conducted in MAIN THURAND, and the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strain of the strai

MADAME CLEMENUON, 8, RUE PORT MAHON.

DEAYMAKER to several Courts. It is to this house that we own invention of the "Corpt Isospadout," so becomeny to stout persons, and the "done creation, which give at much race, singeres and dignity. MADAME CLEMENCON, as minuted to the complice of according additional grace to every form, and of combining all the five five promption of bestile.

#### PARIS Continued.

### EAU DE COLOGNE.—JEAN MARIE FARINA.

383, RUE ST. HONORE, PARIS.

The reputation of this house being European, all recommendation of this colemented perfusia unnecessary.

#### BRITISH



### ACABEMY.

LEMONNIER, ARTISTS, DESIGNERS, AND JEWELLERS IN HAIR.
Prize Medal at the London Exhibition, and Gold Medal at the Paris Exhibition.

New models for bracelets, broaches, rings, witchguards, neckinces and leakings, bouquets, and cyphers. 10, Boulevards des Italiens, corner of the Passage de l'Opera, formerly Rue du Con, &s. Henore. [204]

Boarding Bouses, dc. 3 10 HA ARTHUE To Foreign and French Wines.

Late ARTHUR & SON, Established 30 Years.

AGENT TO THE BRITISH BMBASSY.

HOUSE, COMMISSION AGENT, & WINE MERCHANT,

10, HUE CASTRILIONE, between BUE BEVOLD, and PLACE TRADOMS.

Persons visiting Paris can obtain every information gratis of the princi in apartments to be let in Paris.
by the week, month or year. Boarding Houses, &c. Goods of every deal littion for sacked to all paris.

Importer and Dealer in Poreign and Prench Wines.

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ERAMER, JEWELLER TO THE EMPREES, 31, Rue Neuve, St. August

This House is well-known for the Taste, Elegance, and Workmanship, as well as for the Estenation and rich assortment of its Stock, consisting of JEWELLEY of every description, DIAMONIUM, as

# ENGLISH

AND

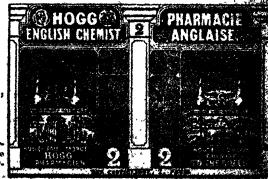
AMERICAN

... PATENT MEDICINES,

BARATOGA WATER,

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KR.—Mr. HOGO permally attends to the preparation depart-



### PARIS Continued.

### PARISS. ENGLISH AND AMERICAN CHEMIST. 28, PLACE VENDOME,

M.B.—This old established house is justly celebrated for Pariss' Pulmonic Cigarettes, for asthmations. &c. Drugs from Apothecaries Hall. Genuine Congress Water and Bay Rum.

#### CHEMISTS TO THE BRITISH EMBASSY.

### ROBERTS & CO., Established 1823.

23, PLACE VENDOME.

HOUSE IN LONDON-336. OXFORD STREET.

Sole Accents for Clark and White's Congress Water, and Inventor of the celebrated Remedy for Sea Sickness.

### 2, PLACE VENDOME, 356, RUE ST. HONORE.

### E. GALLOIS, English and French Chemist.

Renoured with a Silver Medal from the Hospitals of Paris, and a Gold Medal from the College of Pharmacy.

> English and Foreign Prescriptions carefully prepared. MODERATE PRICES.

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### MR. BARWIS.

Surgeon Denvist.

### 10, RUE D'ALGER, PARIS.

A few doors from the Rue de Rivoli, distinguished for his improvements in the composition and form of APTIFICIAL TEETH, and their adaptation to the mouth. At home from 10 to 5.

ENTIST .- WILLIAM ROGERS, 270, Rue St. Honoré, author of the "Buccomancle, or the A:t of Knowing the Past, Present, and Future of a Person, after examining the with," and several other medical and scientific works. Mr. Rogers is sole inventor of the Hocher pa DESTRICTION—a substitute for the coral mouthplace—which obviates convulsions and accidents during names dentition. The Hocher De Dentition is 2 france, or 30 france per dozen. Sold by WM. Rosens, Dentitio, 270, Rue St. Honoré; or of the principal Chamists.

### MESSRS. PATERSON,

# ONANICAL AND OPERATING DENTIST

: 396. RUE ST. HONORE, PARIS.

### AND 98. FLEET STREET, LONDON.

James Parmages, the Paria representative of the firm, previous to commencing practice on hecount, was honourably known for upwards of seven years as chief modeller and assistant operation.

is made; renowned dentist of Continental Europe.

Living the simple statements of this fact to be more to the point than anything he might advance a subject of his professional merits, he contents himself with mentioning, that

I work will be found universited in accelerate;

Living will be found universited in accelerate;

charges will be from strictly moderate; patients will find that they can always rely upon his punctuality, this from ten till five for operations, and for comminations (gratis

#### PARIS-Continued.

WATCHMAKERS, BAUDIN BROTHERS, 7, RUE DE LA PAIX.

Manufacturers of Watches and Jewellery at Genera, have the honour to inform the public for general, that they have opened a honse at Paris for the retail side of their manufactories. Visitoria will find in this Establishment a large assortment of Watches of all descriptions, as also a choice selection of Jewellery.

DOURDIN, WATCHMAKER, 28, RUE DE LA PAIX. One of the oldcet and most respectable Establishments in the Capital, the only one known for its exquisitely small and useful watches for ladies; its civil chronometers, for the use of the nobility, gentry, and need of business; its travelling clocks, for the convenience of the sisteeracy, drawing-room clocks, and time pleces for bed-rooms and halls. The drawing-room clocks are in great variety, and they are most beautifully ornamented with designs in bronze, gill, or in painted old Sevres percelains. Mr. In has been henoured with a first-class medal at the last Universal Exhibition.

#### OPTICAL INSTRUMENTS.

THE Establishment of the late celebrated Civil Fugineer, CHEVALLIER, 15, PLACE DU PONT NETF, sole successor DUCRAY CHEVALLIER, Manufacturer of Microscopes, of improved double Opera Glasses, Military Telescopes, Telescopes of all kinds, Mathematical, Materical logical Instruments for Natural Philosophy, the Navy, &c., aution of the "Conservateur de la vue de l'Essai sur l'art de l'ingenieur," etc. Inventor of the Jamelles centraes (improved Opura Glasses). [206]

### WARREN THOMPSON.

DAGUERREOTYPES, PHOTOGRAPHS, STEREOSCOPES,

IN ALL STILES AND MARKS,

COLOURED AND UNCOLOURED.

22 RUE DE CHOISEUL, PARIS.

1907

### HATTER.

SERVAS, 36, RUB CAUMARTIN.

This House has been established during the last thirty years; for the superior quality and high finish, gyle, and fushion of its Hats, equal to the best in Paris.

TAILOR.—J. HULEK, 226, Rue De Rivoll, close to the Hotel Meurice, and facing the Tuileries Gardens. J. liulek is well known to the English and foreign Gentleman war Polegance de ta coupe et pour ses procédés de haute loyauté.

### CUVILLIER, 16, RUE DE LA PAIX.

GENERAL PROVISION WAREHOUSE,

Agents to MESSES. DOMECQ of Zeres de la Fronteria

Time, Gaines: Stout, Ales, Teas, Groceries, Piakles, Sation, and Sundries from all parts of the Windows index taken in Town. Expertation.

### FOWLER vglish BOOMSEL.

6. Rue Montpensier, and Peristyle Montpensier, at the West-End of the Galarie

d'Orleans, Palais Royal, Paris,

### PAU.

BROOKS.—House and General Agency Office, No. 1, Rue Notre Dame. Mr. Sarradet, a successor to Mr. Brusts. Keeps a let of houses and apartments to let, and affords information for the hiringroff Based, furniture, carriaque, plate, for 2 Lo Randing Hosen is supplied with English, I rend, and German Nowrpapes. Str. Barraday can give the fallest information respecting the Freenan watering-places, and can supply families residing these with any articles they may require from Ru, lamb.

THE Proprietors of Houses and Furnished Apartments of Pau, in the Tyrenees, have established an agency for the purpose of giving general information, gratic those who intend passing the winder at Pan. Listablished in connocu, and under the joint direction of the most honourable inhabitants of the fown, in order to prevent the abuse arising from interms dister. The Agency affords every guarantee to strangers. Address P. LANGLEIME, Agent de l'Union Syndicale de la ville de Pau, Rue Serviez, 11. LEGITER Pron' N.

IVERY STABLES. Mr. Cabané begs to inform the families who intendpassing the winter in Pau, that they will find at his stables, 5, king Pragerous, private carriages let out on hire by the month, or by the hour, as well as strongly built travelling carriages for exemsions in the Pyrenees, and diffrences of from ten to tweire persons for journeys. Conveyances for families to or from the neighbouring railway stations. Terms moderate, [390.

ROCHEFORT, (between Namur and Treves, Great Luxembourg.)

OTEL DE LONDRES-Proprietor. Mr. LAMBERT NORL.-The opening of the Luxembourg Ealway, between Maraur and Arlow, enables English Travellers to take this many route to and from the Rhine, she Luxembourg, Theres, and the Moselle, and to visit the celebrated somery of the Ardenava, for which Ruchefort is excellent head-quarters for excursions. The Hotel de Londons affords superior accommodation for families and gentlemen. Omnibuses to and from each team. Tickets can be had of the Station Masters on the line for conveyance to the Grotto of Han and ck, for acr.

### ROME

OTEL D'ALLEMAGNE, corner of the Piazza di Spagna, and della via Condutti, in the most salubrious part of the city.—Mr. Franz Rossaux.—This univalled first can heal is elegantly fitted up and enlarged; it contains apartments for large and small Publication department will satisfy the most fastisfous taste. There are Bat he flotel, soil carriages may be had at any bour. The proprietor possesses, in the best parted the of spend large Private floures, with beautiful gardens, which are to be let by speciments, or estimate irone of living in pricate. かって ヤノ大はいなることは Military .

### ROME-Continuet.

TOTEL DESILFS BRITANNIQULS, Prezza del Ponolo — Patronized by
H. H. H. the Prince of Vales. M. I dward Fr. vir. 1 s. c. fix hitima his Faglish at a General
Setting Rome that this H. fici most design fully act at 1 in vir. 1 for presentilly kn. wn fici it sale
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### ROTTERDAM.

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### ROUEN.

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# RUDESHEIM ON THE RHINE, OPPOSITE BINGEN.

# SALTZBOURG.

IFOTEL DI I ALCHDURE CHARLIS Ser Leuce Laur de de, proprietes. The aplendid Establishment is a light-rity a nated commanding a map nife out a confidence of the surrounding atmosphile to conducted in a superior style and offers and accommendation for allegance and control of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the conductor of the

### SCHWALBACH (Nassau).

### HOTEL THE DUKE OF NASSAU,

Proprieton-J. WILERLEY

with FIRST CLASS HOTEL, Patronized by the Nobility and Familia of the first distinction in England and on the Castinent, delightfully situated near the manual problem of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of the surjoin of t

OTEL D'ODESSA.—Mr. Bassetti, Proprietor:—This New and First-class Hote I most delightfully situated, and commands extensive views of the Gulf of Spezzia with its besuiff scenery, and also of the sea. The Hotel is elegantly furnished; it has commodious Apartments for Esmilies, and comfortable Rooms for single Gentlemen. Mr. Bassetti speaks English.

HOTEL DE LA CROIX DE MALTE.—This magnificent Hotel is situ picturesque scenery. It has been recently refurnished in the most modern and elegant siyle, and will be found repliet with every confort and convenience. The new Bath Establishment has been fitted with the handsomest manner, and is unrivalled. The Povting department of the Hotel supplies elegan conveyances, and is in correspondence with the railways to convey travellors at fixed rates to Pisa an Genoa .- Messrs. LENZI, Prop letors.

### STETTIN.

OTEL DE PRUSSE.—This first-class Hotel has 60 rooms, handsome and comfortably furnished. Table d'Hote at 2 o'clock . Restaurant à la carte und refoctory simila to those at Hamburg, supplying hot or cold breakfast, composed of all the delicacies of the season, any hour. Denot of the best English oysters.

### ST. GERVAIS, BATHS OF, IN SAVOY.

**THESE** mineral waters contain the qualities of different springs. Sulphy reous as those of the Pyrennes and Aix; Calcinous as those of the Vichy; Saline as those of Bourbonne; Luxative as the Scidlitz; Gelatinous as those of Neris. They are situate in a beautiful country and a delightful climate The Bath Establishment has a splended garden, assembly room library, affords various amusements. Ac , and there are most charming execusions in the neighbourhood See page 298, and also June, 1858 Guide, page 472.

### STRASBOURG.

OTEL DE PARIS.—Mr. J. Diemer, Proprietor of this unrivalled Establishment, respectfully offers his grateful acknowledgments to the English Nobility an Gentry for their continued patronage, and avails himself of this occasion to assure Travellers visiting Strasbourg that no efforts will be spared on h s part to reader their sojourn at the above liotal boil comfortable and satisfactory. Charges moderate. Breakfast, ifr. 50c. Table L'Hôte at I o'clock, see and at 6 o'clock, ifr. Breakfasts and Dinners à la carte at all prices. Rooms from lir. 50c. to ifr. lights included. Pension from fife, to str. per day.

HOTEL DE LA MAISON ROUGE.—(IBANDE PLACE.—This old-established Hotel will be found equally desirable for Families or single Travellers, in consequence of its centry stuation, comfortable accommodation, and moderate charges. And the Proprietor, in returning thank to the Public for their liberal parconage, ventures to hope for their continued support. Table of Ridge 134 and at 6. Dinners and Breakfasts à la Carte. Wines of excellent vintage. Omnibuse confu Passengers to and from the Italiway Station and Steam-boats.

RAND HOTEL DE LA FLEUR.—W. A. DOERE, Proprietor. In centrical situation near the Cathedrat. Table d'hôte at One and Five o'clock. Travellers in the secommodation comb'nes elegance with comfort and prompt attendance. Excellent ensimple food apartments. This Hotel is celebrated as having been inhabited by the principal persons combine with the project of Prince Mapoleon in 1836. The spartments are still shown which those persons combined at that period. English spoken. Divine Service in English ts performed in this Hotel, in the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined of the combined ta Saloon specially devoted to that purpose.

### STUTTGART.

OTEL DE RUSSIE.—Mr. A. C. Albisser, Proprietor, respectfully informs the English Nobility and Gentry visiting Stutigait, that they will find the best of accommodation; this Hotel, and meet with great civility and attention. This Hotel has long enjoyed the distinctionable patronage of Continental Travellers of rank; and the Proprietor is persuaded it will be found asserving the support of English Travellers in general, to whom he is at all times anxious to give a histogram.

TOTEL MARQUARDT is situated in the finest part of the town, in the beautiful Place Royal near the Railway Station the Post-office, the Theatre, the Royal Gardens, opposite the Palace, and facing the new toleon. This hotel will be found an at comfortable in every respect, the apartments are elegantly furnished and suitable for Lamtics or single gentlemen. Table CHôte at 1 and 5 o'clock. French and English newspapers. Game. Marquardt, Proprietor. [337]

### TOULON.

HOTEL DE LA CROIX D'OR, situated on the place, next door to the alligence offices, will be found exceedingly confinitable in every tespect. The only house having a Southern aspect. Large or small apartments for families or single gentlomen. Mr. Durbee trusts the general arrangements and extreme cleanliness of the hotel will continue to deserve the patronage of English travellers visiting Toulon, or en route to or from his cree. Omnibuses to and from step Train. Post Curriages for Nice. Dilligences from Toulon to Nice in 16 hours.

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### TOURS.

THE HOTEL DE L'UNIVERS.—One of the first Hotels between Paris and Madrid, is situated on the boulevard, in the pretiest and most agreeable part of the town to see to the Railway Station. The comforts of this Installment correspond with the splendour of the extentor. Mr. Decriewis, the preprietor, has received the highest featurelists from families who sejourned at his Hotel in their visits to the beautiful Tani-ratin, and from Travellers who have passed the winder at Tours. The large and small apartments are equally well furnished, and kept with the greatest care. There is a reading-norm in the Rotel, supplied with breach and fording newspapers and excellent table dibute at half-past 5. Unmiliase to and from every train. English spoken. [348].

RAND HOTEL DES FAISANS.—The Proprietors of this respectable and comfortable evaluishment beg leave to inform the Eagths mobility and gentry that their fields being considerably onlarged they have a large number of Saloous and landaome apartments, for Familles or Single gentlemen. All the apartments have a southern aspect, with views of the garden and Rue Roya.c. Advantageous terms by the work or mouth. There are two reading counter of the Royalc. Advantageous terms by the work or mouth. There are two reading counter of the Royalc. Advantage and from such trains.—Unglish spaken.

TRAND HOTEL DE BORDEAUX ET DE LA POSTE.—Boulevard Heurteloing, opposite the Terminus of the Tours railway station, the finest part of the town; confortable sparaments, large and small saloons. This Hotel is much patronised by travellers for its advantageous function. Table d'liote. Advantageous arrangements made with persons remaining any length-elime. English spoken.

### TURIN.

OTEL FEDER—formerly the Palais de Sonnar—Kue St. Francois de Paul, corner of the Bus de Po.—The position of this Hotel is particularly open and healthy; and from the bigg of Reites of Apertments for Families and Gentlamen, at is peculiarly suited to English Travellier; home it has long been petronised. It offers extreme cleanliness and comfort, combined with stages and company. English spoken. Mr. Feder is likewise proprietor of the Hotel Feder at Genea, and the light of France at Nice.

TOTEL DE L'EUROPE.—Mr. Tromperra, Proprietor, Place du Chateau, and opposite the King's Palace. This well-known Hotel is most advantageously a tuated. Large man appropriate elegantly and comfortably furnished. The Dining-Room is one of the most splants in traly. Table d'Hose at 5. Private dinners in the apartments. Restaurant a is committee to and from each train. Bathe in the Hotel. Carriages on hire.

rate Hotel has been recently returnished and fitted up with every comfort to render it a destrable readence for English visitors. It is situated in the Rue de Po, the principal street of Turities and close to the palace. The apartments are elegantly furnished and comfortably warned during the winder. Cupital Table d'llote at 6. Restaurante é la Carte. Good attendance. Reading room. One ribus to and from the Enthury Station.

ALBERGO DELLA LEGARIA—HOTEL DE LA LIGARIE, kept by Ferdinand Neoro, via Porta Nuova ed Areivescovada, No. 14, Turin.—This Hotel, which has been recently entarged, furnished, and decorated, is atrily and conveniently situated in one of the principal streets, close to the Luva and Genoa Railway Stations, and to the public Frontenades; accellent accommodation at moderate prices.

Restaurant à la Carte, as well as private Dinners. Omnibases to all the Trains.

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### VENICE.

RAND HOTEL DE L'EUROPE. Kept by Messes Marseille (Brothers.) This first-rate hotel is situated in the finest part of Venice, was newly restored in 1857, with all the comborts that may be desired. Visitors to this boaultiful city will find this establishment worths of patronage. Excellent table d'hote, moderate charges, and every exertion made to remove any appleasant impression caused by the article in Mutray's North Italy. English, French, Italias, Garman and other languages are spoken here.

TRAND HOTEL VICTORIA—newly established in July, 1855, and Jestensively entarged in April, 1857, by the abilition of the adjoining spacious palace, formally together a single building of more than 150 rooms, the largest hotel in the town. Sinusted within-two manutes walk of St. Marc Square—it unites conforr with economy, large and small apartments single rooms, makerate and fixed prices. Table d'Hele at 2 and 5 Spacious coffee rooms, dising room—and board and residence on the Eughelt, American, and swiss system, for periodic testing from time. Berlis. English spoken. Good attendance—Proprietors, O. L. BORLERIS and C. A. 180N.

CRAND FIOTEL DE LA VILLE, formerly the Emperor of Australia Hotel, and transferred since April, 1857, to the Palace Loredan, situate near the grand condition Post Office, within three minutes distance of the Place St. Mare, and commanding fine views of the bridges, the halte, the palaces, and principal promonales, mercerle, and frequents. Large and inhall apartments and rooms stegantly furnished for families or single gentlemen. Mr. Burberg sharm woodnly refurnished the schabilishment, has spared no expense to render it rejicite with conditions. Arrangements on reasonable terms made with visitors intending to remain a few woods. The difference of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of

### VERVIERS.

TEOTEL DU CHEMIN DE FER.—Mr. C. RENSONSER, Proposition of This most comfortable and resconable hotel, situated immediately ficing the Bankers of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the feet of the f

# VEVAY. (Switzerland.)

OTEL-MONNET, dit des 3 Couronnes. Messes Schott, & Co. Proprietor, and Successors to Mr. Monnet. This large and firm-class establishment, situated class the lake, advired superior accommendation for families and genelemen. It is extensively patronised in the superior and cleanliness. Persons remaining some time will find this a most desirable residence and from October 14 to June 1, they can live here moderately en gension. Beading-room well simples with papers. All languages spoken.

### VIENNA.

"THE ARCHDUKE CHARLES HOTEL.—A. SCHNEIDER'S is a large and excels

L; jent first-rate establishment, much frequented by English fraveliers for its moderate charges, constitutional closuliness. It is centrally situated, and near the theaters. There is no Table 6-Hote at the or any other hotel in Vienna, but dimers a la Carte are supplied at all hours. English agakes by all the servants. The only Hotel in Vienna a here English Travellers can see the "Times" and "Gallemant".

DTEL MUNSCH.—This Hotel, a large splendid building, is very much frequenced by English families and travellers situated in the town, on the Square, "the New Market," closed the Imperial Falace, and the Theatres, it contains many sitting to one, large and small aparticing and bath-rooms, and is furnished in a most elegant and comfortable style. "The Times," "Galligians' Messenger," "Hustrated London News," are taken in, besides the best French and German Kerspapers. The Dising-room ("Siden"), is the most spaceurs and handsome in Victors. Excellent cutting, and disnars a is carte, at any hour of the day. English spoken by all the serpants.

THE EMPRESS ELISABETH HOTEL.—KAISEMIN LUSABETH, With two table of distinct well structed near St. Stepnen's square, and has both large and annul apartments to causing the during, reading, and drawing rooms, with excellent baths, and every modern improvement. English spoken. Attendance unexceptionates. Charges moderne Causine superior. Travellent or abusine every motornation of the limition's office. Foreign modern at the rate of exchange, M. F. Readd, London Times, Galgman, Sec. P. Notice. The Cab fares from the various stations are fixed by law; and these will be paid by the Hort porter, and entired futo each that the's account. Caution:
—Travellent visiting Venna for the fleat thate, and intending to say at the above-including Rook, are asset to be asyrosal Motol. A, and F. Baur are also proprietors of the grand lickel Kaiseria Ethalia.

TIOTEL OF THE COLDEN LAMB.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Leopobletadt.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Proprietors, T. & F. Hands.—Pro

### OPTICAL INSTRUMENTS, OPERA GLASSES.

THE ESTABLISHMENT of JOSEPH NEUHOEFER, late CH. Gross & Co. 1149 and 1150, Rohlmarkt, Manufacturer of double Opera Glasses, Vivina invention, account action with 8 and 12 glasses, for the theatre and for travelling Telescopes for the Army and Africa, and all other Optical and Mathematical Instruments.

### WATERLOO.

**VOICE FROM WATERLOO," by the late Sergeaux-Major CETTON many peace waterloo Geide, is admitted to be the best compundant of the great historinal water proceed and resulted in this memorable lattic, the description of which is description of the description of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of the lattice of

### WIESBADEN

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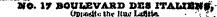
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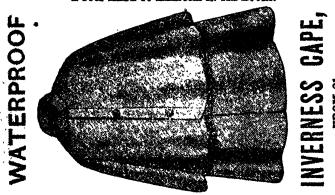
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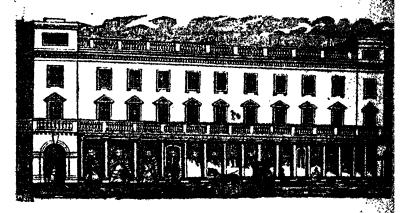
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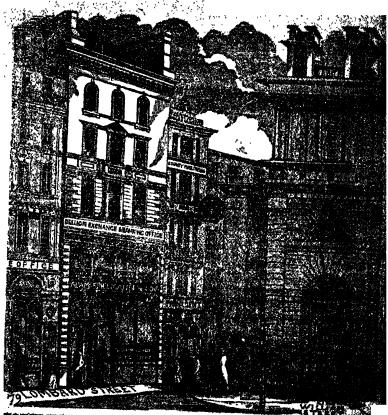
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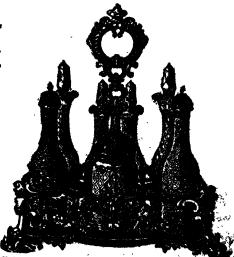
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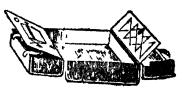
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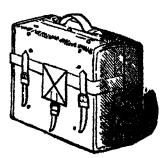
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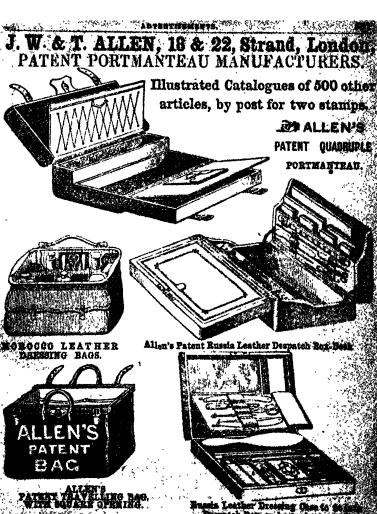


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inforce-rion is a weakness or want of power of the digestive juices in the stomach to convert what we cat and drink into healthy matter, for the proper nouri-hment of the whole system. It Is caused by everything which weakens the system in general, or in the stourich in particular. From it proceed marly all the discuses to which was are liable; for it is very certain, that if we nufd always keep the storagh right, we should by the by old ago or needent. Indigestion odgees a great variety of unpleasant sensations: holigst the most preminent of its miserald thets are a want of, or an inerduce appeti's, matimes afterded with a constant craving tor fink, a distension or feeling of cular ment of in Memach, flatulency, beart burn, pains in the misch, acidity, unp'cased taste in the mouth some crees of departed direction there is converte dier lish for food, but still the printing is not greatly impaired, no at the state. beried of meals persons so afflicted can cat artily, although without much gratification; a train of negrous symptoms are also frequent. ints, general debility, great languidness, profit for exercise. The mirds of per

despending, and great an viet year the reality counterance; the yeppear thoughtful, melanand dejected, under er it apprehensions imaginary dimer, will start at any case. moise or occurrance and become to aging they require some time to eater and collecsolves; y t for all this the mind is exp without much difficulty; pleasa gevents will I ra time direijnee all appearance aff but the excitement produced by an a throng v sieles som after the couse Other syndicus are violent not " , il's skep disturbed by horns and start, ogs, and affording liftly relicalment; occusionally there is mui not with a circled weight and opposed ti. clast, nightinare, &c.

It is almost impossible to enginerate, symptoms of this first invader apon the fut is, as in a hundred case of Indigentia will, reliably be something peculiarly debethey what they may, they see a by the food becoming a burden justificant to the etomatch; and in all posticing most wanted in that which

and give energy to the nervous and muswaterns - nothing can more speedily or with pore certainty effect so desirable an object than ton's Extract of Camomile Flowers. The has, from time immemorial, been highly esin England as a grateful anodyne, im ting an aromatic bitter to the taste, and a ding degree of warmth and strength to the ratomach, windy colic, and general weakness, forages been strongly recommended by the sminent practitioners as very useful and beficial. The great, indeed only, objection to leir use has been the large quantity of water sich it takes to dissolve a small part of the wers, and which must be taken with it into the mach. It requires a quarter of a pint of boilwater to dissolve the soluble portion of one chim of canomile flowers, and, when one or a two ounces may be taken with advantage. must at ones be seen how impossible it is to to a proper dose of this wholesome herb in the ma of tea; and the only reason why it has not ing since been placed the very first in rank of all Morative medicines, is that, in taking it, the smach has alway been loaded with water, hich tends in a great measure to counteract, d very frequently wholly to destroy the effect must be evident that loading a weak stomach th a large quantity of water, morely for the spose of conveying into it a small quantity of micine, must be injurious; and that the medites must possess powerful renovating properties ly to counteract the bad effects likely to be goduced by the water. Generally speaking, this the team the case with camomile flowers, a herb messing the highest restorative qualities, and, properly taken, decidedly the most speedy er, and the most certain preserver, of health

esc I LLS are wholly CAMOMILE, proby a poculiar process, accidentally dissared, and known only to the proprietor, and he firmly believes to be one of the most mable modern discoveries in medicine, by is all the e-sential and extractive matter of than an onnee of the flowers is concentrated four moderate sized pills. Experience has the fine aromatic and stomachic properties for the herb has been esteemed; and, as they into the stomach unencumbered by any or indigestible substance, in the same their benefit been more immediate ed. Mild in their operation, and is in their effect, they may be taken at any dunder sor ergumstance, without danger

or inconvenience; a person expeed is sold in wet a whole day or night could not be receive any injury from taking them, but, on the contrary, they would effectually prevent a con being taken. After a long acquaintance with and strict observance of the medicinal propertie of Norton's Camomile Pills, it is only doing then justice to say, that they are really the mos valuable of all Tonic Medicines. By the word tome is meant a medicine which gives strength to the stomach sufficient to digest in proper quan tities all wholesome food, which increases the power of every nerve and muscle of the human body, or, in other words, invigorates the nervous and muscular systems. The solidity or firmness of the whole tissue of the body which so quickly follows the use of Norton's Camomile Pills, their certain and speedy effects in repairing the partial dilapidations from time or intemperance, and their lasting salutary influence on the whole frame, is most convincing, that in the smallest compass is contained the largest quantity of the tonic principle, of so peculiar, a nature as to pervade the whole system, through which it diffuses health and strength sufficient to resist the tormation of disease, and also to fortify the constitution against contagion; as such their general use is strongly recommended as a preventative during the prevalence of malignant fever or other infectious diseases, and to persons attending sick rooms they are invaluable, as in no one instance have they ever failed in preventing the taking of illness, even under the most trying curcumstances.

As Norton's Camomile Pills are particularly recommended for all stomach complaints. indigestion, it will probably be expected that some advice should be given respecting diet. though, after all that has been written upon the subject, after the publication of volume upon volume-after the country has, as it were, began inundated with practical essays on diet as means of prolonging life, it would be unnecessify to say more, did we not feel it our duty to make the lumble endeavour of inducing the nublic so regard them not, but to adopt that course which is dictated by nature, by reason, and by comb sense. Those persons who study the wholesome and are governed by the opinions of writers of diet, are uniformly both unhealthy in body and weak in mind. There can be no doubt that the palate is designed to inform us what is proper for the stomach, and of course that must best instruct us what food to take and what to around we want no other adviser. Nothing can to pair clear than that those articles which his a saled to the tasts whereby represented the

and sustenance, nether liquid or solid, foreign prof native production; if they are pure and unadulterated, no harm need be dreaded by their use: they will only injure by abuse. Consequently, whatever the palate approves, eat and drink, always in moderation, but never in excess; keeping in mind that the first process of digestion is performed in the mouth, the second in the stomsth; and that, in order that the stomach may be able to do its work properly, it is requisite the first process should be well performed; this consists in masticating or chewing the solid food, ac as to break down and separate the fibres and small substances of meat and vegetables, muxing them well, and blending the whole together before they are swallowed, and it is particularly urged upon all to take plenty of time to their meals, and never eat in haste. If you conform to this short and simple but comprebensive advice, and find that there are various things which others eat and drink with pleasure and without inconvenience, and which would be pleasant to yourself only that they disagree, you may at once conclude that the lault is in the stomach, that it does not possess the power which it ought to do, that it wants assistance, and the somer that assistance is afforded the better A very short trial of this medicine will best prove how soon it will put the stemach an a condition to perform with ease all the work which nature intended for it. By its use you will · soon be able to enjoy, in moderation, whatever is agreeable to the taste, and unable to name one individual article of food which disagrees with or sits applemently on the stomach. Never forget that a small meal well digested affords more mourishment to the system than a large one, even of the same food, when digested imperfectly. Let the dish be ever so delicious, ever so enticing a variety offered, the buttle ever so enchanting, heyer forget that temperance tends to preserve health; and that health is the soul of enjoyment. But should an impropriety be at any time, or ever so often, committed, by which the stomach becomes overloaded or disordered, render it Jemmediate aid by taking a dose of Norton's Camontile Pills, which will so promptly assist

in carrying off the burden thus imposed that all will soon be right again.

It is most certainly true that every per his lifetime consumes a quantity of matter, which if taken at one meal we fatal; it is these small quantities of it matter which are introduced into our took by scident or wilful adulturation, which se often upset the stomach, and not unfred lay the foundation of illness, and perhaps ruination to health. To preserve the constitu it should be our constant care, if possible counteract the effect of these small quantity unwholesome matter; and whenever, in that an enemy to the constitution finds its the stomach, a friend should be immedia. after it, which would prevent its misch effects, and expel it allegether; no better, can be found, nor one which will perform the with greater certainty, than NORTON'S OX MILE PILLS. And let it be observed, the longer this medica e is taken the less it will wanted; it can in no case become habitual its entire action is to give coargy and force of stomach, which is the spring of life, the actionach, from which the whole frame draws its sites and support. After an excess of entities drinking, and upon every occasion of the health being at all described, these Ptick be immediately taken, as they will a eradicate disease at its commencements a it is most confidently asserted, that by the use of this medicine only, and a common of caution, any person may enjoy at forts within his reach, may pass three without an illness, and with the core attaining a healthy OLD AGE.

On account of their volatile property must be kept in bottles; and if closely, their qualities are neither impaired by timiured by any change of climate we Price 13d and 2s. 9d. each, with full difference to the property of the large bottle contains the quantity small once, or Palls equal to fourteen of Camomille Frowage.

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